G1000® Integrated Flight Deck

Cockpit Reference Guide for the Hawker Beechcraft C90A/GT/GTi

GARMIN®

FLIGHT INSTRUMENTS
NAV/COM/TRANSPONDER/AUDIO PANEL
AUTOMATIC FLIGHT CONTROL SYSTEM
GPS NAVIGATION
FLIGHT PLANNING
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This manual reflects the operation of System Software version 0636.03 or later for the Hawker Beechcraft C90A/GT/GTi. Some differences in operation may be observed when comparing the information in this manual to earlier or later software versions.

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WARNING: *Navigation and terrain separation must NOT be predicated upon the use of the terrain avoidance feature. The terrain avoidance feature is NOT intended to be used as a primary reference for terrain avoidance and does not relieve the pilot from the responsibility of being aware of surroundings during flight. The terrain avoidance feature is only to be used as an aid for terrain avoidance. Terrain data is obtained from third party sources. Garmin is not able to independently verify the accuracy of the terrain data.*

WARNING: *The displayed minimum safe altitudes (MSAs) are only advisory in nature and should not be relied upon as the sole source of obstacle and terrain avoidance information. Always refer to current aeronautical charts for appropriate minimum clearance altitudes.*

WARNING: *The altitude calculated by G1000 GPS receivers is geometric height above Mean Sea Level and could vary significantly from the altitude displayed by pressure altimeters, such as the GDC 74B Air Data Computer, or other altimeters in the aircraft. GPS altitude should never be used for vertical navigation. Always use pressure altitude displayed by the G1000 PFD or other pressure altimeters in aircraft.*

WARNING: *Do not use outdated database information. Databases used in the G1000 system must be updated regularly in order to ensure that the information remains current. Pilots using any outdated database do so entirely at their own risk.*

WARNING: *Do not use basemap (land and water data) information for primary navigation. Basemap data is intended only to supplement other approved navigation data sources and should be considered as an aid to enhance situational awareness.*

WARNING: *Do not rely solely upon the display of traffic information for collision avoidance maneuvering. The traffic display does not provide collision avoidance resolution advisories and does not under any circumstances or conditions relieve the pilot's responsibility to see and avoid other aircraft.*

WARNING: *Do not rely solely upon the display of traffic information to accurately depict all of the traffic within range of the aircraft. Due to lack of equipment, poor signal reception, and/or inaccurate information from aircraft or ground stations, traffic may be present that is not represented on the display.*

WARNING: *Do not use data link weather information for maneuvering in, near or around areas of hazardous weather. Information contained within data link weather products may not accurately depict current weather conditions.*

WARNING: *Do not use the indicated data link weather product age to determine the age of the weather information shown by the data link weather product. Due to time delays inherent in gathering and processing weather data for data link transmission, the weather information shown by the data link weather product may be significantly older tha n the indicated weather product age.*

WARNING: *Use of the Stormscope is not intended for hazardous weather penetration (thunderstorm penetration). Stormscope information, as displayed on the G1000 MFD, is to be used only for weather avoidance, not penetration.*

WARNING: *The Garmin G1000, as installed in the aircraft, has a very high degree of functional integrity. However, the pilot must recognize that providing monitoring and/or self-test capability for all conceivable system failures is not practical. Although unlikely, it may be possible for erroneous operation to occur without a fault indication shown by the G1000. It is thus the responsibility of the pilot to detect such an occurrence by means of cross-checking with all redundant or correlated information available in the cockpit.*

WARNING: *For safety reasons, G1000 operational procedures must be learned on the ground.*

WARNING: *The United States government operates the Global Positioning System and is solely responsible for its accuracy and maintenance. The GPS system is subject to changes which could affect the accuracy and performance of all GPS equipment. Portions of the Garmin G1000 utilize GPS as a precision electronic NAVigation AID (NAVAID). Therefore, as with all NAVAIDs, information presented by the G1000 can be misused or misinterpreted and, therefore, become unsafe.*

WARNING: *Do not use GPS to navigate to any active waypoint identified as a 'NON WGS84 WPT' by a system message. 'NON WGS84 WPT' waypoints are derived from an unknown map reference datum that may be incompatible with the map reference datum used by GPS (known as WGS84) and may be positioned in error as displayed.*

WARNING: *To reduce the risk of unsafe operation, carefully review and understand all aspects of the G1000 Pilot's Guide documentation and the G1000 Integrated Avionics System and GFC 700 AFCS in Hawker Beechcraft C90A/GT/GTi Airplane Flight Manual Supplement. Thoroughly practice basic operation prior to actual use. During flight operations, carefully compare indications from the G1000 to all available navigation sources, including the information from other NAVAIDs, visual sightings, charts, etc. For safety purposes, always resolve any discrepancies before continuing navigation.*

WARNING: *The illustrations in this guide are only examples. Never use the G1000 to attempt to penetrate a thunderstorm. Both the FAA Advisory Circular, Subject: Thunderstorms, and the Aeronautical Information Manual (AIM) recommend avoiding "by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo."*

WARNING: *Lamp(s) inside this product may contain mercury (Hg) and must be recycled or disposed of according to local, state, or federal laws. For more information, refer to our website at www.garmin.com/aboutGarmin/environment/disposal.jsp.*

WARNING: *Because of variation in the earth's magnetic field, operating the system within the following areas could result in loss of reliable attitude and heading indications. North of 72° North latitude at all longitudes. South of 70° South latitude at all longitudes. North of 65° North latitude between longitude 75° W and 120° W. (Northern Canada). North of 70° North latitude between longitude 70° W and 128° W. (Northern Canada). North of 70° North latitude between longitude 85° E and 114° E. (Northern Russia). South of 55° South latitude between longitude 120° E and 165° E. (Region south of Australia and New Zealand).*

CAUTION: *The PFD and MFD displays use a lens coated with a special anti-reflective coating that is very sensitive to skin oils, waxes, and abrasive cleaners. CLEANERS CONTAINING AMMONIA WILL HARM THE ANTI-REFLECTIVE COATING. It is very important to clean the lens using a clean, lint-free cloth and an eyeglass lens cleaner that is specified as safe for anti-reflective coatings.*

CAUTION: *The Garmin G1000 does not contain any user-serviceable parts. Repairs should only be made by an authorized Garmin service center. Unauthorized repairs or modifications could void both the warranty and the pilot's authority to operate this device under FAA/FCC regulations.*

NOTE: *All visual depictions contained within this document, including screen images of the G1000 panel and displays, are subject to change and may not reflect the most current G1000 system and aviation databases. Depictions of equipment may differ slightly from the actual equipment.*

NOTE: *This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.*

NOTE: *Do not rely solely upon data link services to provide Temporary Flight Restriction (TFR) information. Always confirm TFR information through official sources such as Flight Service Stations or Air Traffic Control.*

NOTE: *The data contained in the terrain and obstacle databases comes from government agencies. Garmin accurately processes and cross-validates the data, but cannot guarantee the accuracy and completeness of the data.*

NOTE: *This product, its packaging, and its components contain chemicals known to the State of California to cause cancer, birth defects, or reproductive harm. This notice is being provided in accordance with California's Proposition 65. If you have any questions or would like additional information, please refer to our web site at www.garmin.com/prop65.*

NOTE: *Interference from GPS repeaters operating inside nearby hangars can cause an intermittent loss of attitude and heading displays while the aircraft is on the ground. Moving the aircraft more than 100 yards away from the source of the interference should alleviate the condition.*

NOTE: *Use of polarized eyewear may cause the flight displays to appear dim or blank.*

NOTE: *The purpose of this Cockpit Reference Guide is to provide the pilot a resource with which to find operating instructions on the major features of the G1000 system more easily. It is not intended to be a comprehensive operating guide. Complete operating procedures for the system are found in the G1000 Pilot's Guide for this aircraft.*

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Part Number	Change Summary
190-00664-00	Initial release at GDU 8.10
190-00664-01	Added Synthetic Vision System Added GDU 9.14 parameters
190-00664-02	Added GDU 12.05 parameters Added AC-U-KWIK Airport Directory references Added Electronic Checklist procedures Added METAR, and weather LEGEND softkey functions Added Database update procedures Added MV DB update procedures Updated weather legend Updated SiriusXM references Updated message advisories
B	Added VNAV NOTE

Revision	Date of Revision	Affected Pages	Description
B	November, 2012	All	Production release

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FLIGHT INSTRUMENTS

SELECTING THE ALTIMETER BAROMETRIC PRESSURE SETTING

Turn the **BARO** Knob to select the desired setting.

SELECTING STANDARD BAROMETRIC PRESSURE (29.92 IN HG)

Push the **BARO** Knob to select standard pressure.

CHANGE ALTIMETER BAROMETRIC PRESSURE SETTING UNITS

1) Press the **PFD** Softkey to display the second-level softkeys.
2) Press the **ALT UNIT** Softkey.
3) Press the **IN** Softkey to display the barometric pressure setting in inches of mercury (in Hg).

   Or:

   Press the **HPA** Softkey to display the barometric pressure setting in hectopascals.
4) Press the **BACK** Softkey to return to the top-level softkeys.

SYNCHRONIZING THE ALTIMETER BAROMETRIC PRESSURE SETTINGS

1) Select the AUX-SYSTEM SETUP Page on the MFD.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight BARO in SYNCHRONIZATION Window.
4) Turn the small **FMS** Knob clockwise to ON or counterclockwise to OFF.

SYNCHRONIZE CDI

1) Select the AUX-SYSTEM SETUP Page on the MFD.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight CDI in SYNCHRONIZATION Window.
4) Turn the small **FMS** Knob clockwise to ON or counterclockwise to OFF.

CHANGE NAVIGATION SOURCES

1) Press the **CDI** Softkey to change from GPS to VOR1 or LOC1. This changes the NAV1 standby frequency in the upper left corner of the PFD to light blue, indicating this is the frequency selected for tuning.
2) Press the **CDI** Softkey again to change from VOR1 or LOC1 to VOR2 or LOC2. This changes the NAV2 standby frequency in the upper left corner of the PFD to light blue, indicating this is the frequency selected for tuning.
3) Press the **CDI** Softkey a third time to return to GPS.

ENABLE/DISABLE OBS MODE WHILE NAVIGATING WITH GPS

1) Press the **OBS** Softkey to select OBS Mode.
2) Turn a **CRS** Knob to select the desired course to/from the waypoint. Press a **CRS** Knob to synchronize the Selected Course with the bearing to the next waypoint.
3) Press the **OBS** Softkey again to disable OBS Mode.

GENERIC TIMER

1) Press the **TMR/REF** Softkey, then turn the large **FMS** Knob to select the time field (hh/mm/ss). Turn the **FMS** Knobs to set the desired time, then press the **ENT** Key. The UP/DOWN field is now highlighted.
2) Turn the small **FMS** Knob to display the UP/DOWN window. Turn the **FMS** Knob to select 'UP' or 'DOWN', then press the **ENT** Key. 'START?' is now highlighted.
3) Press the **ENT** Key to START, STOP, or RESET the timer (if the timer is counting DOWN, it will start counting UP after reaching zero). Press the **CLR** Key or the **TMR/REF** Softkey to remove the window.

CONFIGURE VSPEED BUGS INDIVIDUALLY

1) Press the **TMR/REF** Softkey.
2) Turn the large **FMS** Knob to highlight the desired Vspeed.
3) Use the small **FMS** Knob to change the Vspeed in 1-kt increments (when a speed has been changed from a default value, an asterisk appears next to the speed).
4) Press the **ENT** Key or turn the large **FMS** Knob to highlight the ON/OFF field

5) Turn the small **FMS** Knob clockwise to ON or counterclockwise to OFF.
6) To remove the window, press the **CLR** Key or the **TMR/REF** Softkey.

TURN VSPEED BUGS ON OR OFF BY CATEGORY

1) Press the **TMR/REF** Softkey.
2) Press the **MENU** Key.
3) Turn the **FMS** Knob to highlight the desired option.
4) Press the **ENT** Key. Press the **TMR/REF** Softkey to remove the window.

SET BAROMETRIC/RADAR ALTIMETER MINIMUM DESCENT ALTITUDE

1) Press the **TMR/REF** Softkey.
2) Turn the large **FMS** Knob to highlight the OFF/BARO/RAD ALT field to the right of 'MINIMUMS'.
3) Turn the small **FMS** Knob clockwise to select BARO or RAD ALT.
4) Press the **ENT** Key.
5) Use the small **FMS** Knob to enter the desired altitude.
6) Press the **ENT** Key.
7) To remove the window, press the **CLR** Key or the **TMR/REF** Softkey.

TESTING THE RADAR ALTIMETER

1) Select the AUX-SYSTEM STATUS Page on the MFD.
2) Select the **RA TEST** Softkey. 'RA TEST' is displayed to the left of the Radar Altitude window. The Radar Altitude window displays 50 feet, indicating a properly functioning system.
3) Selecting the **RA TEST** Softkey again, or exiting the System Status Page cancels the test.

DISPLAYING WIND DATA

1) Press the **PFD** Softkey.
2) Press the **WIND** Softkey to display wind data below the Selected Heading.
3) Press one of the **OPTN** softkeys to change how wind data is displayed.
4) To remove the Wind Data Window, press the **OFF** Softkey.

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NAV/COM/TRANSPONDER/AUDIO PANEL

ADF TUNING (OPTIONAL)

Tune the ADF using the remote ADF control head.

DME TUNING

1) Press the **DME** Softkey.
2) Turn the large **FMS** to select the DME source field.
3) Turn the small **FMS** Knob to select the desired Nav radio.
4) Press the **ENT** Key to complete the selection.

ENTER A TRANSPONDER CODE

1) Press the **XPDR** Softkey to display the transponder mode selection softkeys.
2) Press the **XPDR1** or **XPDR2** Softkey to select the active transponder.
3) Press the **CODE** Softkey to display the transponder code selection softkeys, for digit entry.
4) Press the digit softkeys to enter the code in the code field. When entering the code, the next key in sequence must be pressed within 10 seconds, or the entry is cancelled and restored to the previous code. Five seconds after the fourth digit has been entered, the transponder code becomes active.

ACTIVATE ADS-B TRANSMIT

1) Press the **XPDR** Softkey to display the transponder mode selection softkeys.
2) Press the **ADS-B TX** Softkey to enable transmission of three-dimensional aircraft position and aircraft heading.
3) Press the **ADS-B TX** Softkey again to disable transmission.

SELECTING A COM RADIO

Transmit/Receive

Press the **COM1 MIC**, **COM2 MIC**, or **COM3 MIC** Key (optional COM, if installed) on the audio panel.

Receive Only

Press the **COM1**, **COM2**, or **COM3** Key (optional COM, if installed) on the audio panel.

SELECTING A NAV RADIO

1) To begin navigating using a navigation radio, press the **CDI** Softkey on the PFD to select VOR1/LOC1 (NAV1) or VOR2/LOC2 (NAV2).
2) Press the **NAV1, NAV2, DME,** or **ADF** Key on the audio panel to select or deselect the navigation radio audio source. All radio keys can be selected individually or together.

NAV/COM TUNING

1) Press the small tuning knob to select the desired radio for tuning. A light blue box highlights the radio frequency to be tuned.
2) Turn the respective tuning knobs to enter the desired frequency into the standby frequency field. The large knob enters MHz and the small knob enters kHz.
3) Press the **Frequency Transfer** Key to place the frequency into the active frequency field.

INTERCOM

Pressing the **INTR COM** Key on either Audio Panel selects and deselects the intercom on both Audio Panels. The annunciator is lit when the intercom is active. The intercom connects the pilot and copilot together. Either the pilot or copilot may select or deselect the intercom.

The **CABIN** Key initiates two way communication between the pilot or copilot and the passengers in the cabin. The annunciator is lit when the cabin intercom is active on either Audio Panel.

The **MAN SQ** Key allows either automatic or manual control of the intercom squelch setting. Pressing the **MAN SQ** Key enables manual squelch control, indicated by the MAN SQ annunciator.

During manual squelch operation, pressing the **ICS** Knob switches between volume and squelch adjustment, lighting the associated annunciator beneath the knob. When the MAN SQ annunciator is lit, the **ICS** Knob controls both volume and squelch. When the MAN SQ annunciator is extinguished, the **ICS** Knob controls only volume.

PASSENGER ADDRESS (PA) SYSTEM

A passenger address system is provided by pressing the **PA** Key to deliver messages to the passengers. The message is heard by the other pilot on the headset only if the **PA** Key is enabled on both audio panels. PA messages are one way from the flight deck to the passengers.

CLEARANCE RECORDER AND PLAYER

NOTE: *Pressing the play key on the pilot's Audio Panel plays recorded audio to the Pilot. Pressing the play key on the Copilot's Audio Panel plays recorded audio to the Copilot.*

Recorded COM audio is stored in separate memory blocks. Once 2.5 minutes of recording time have been reached, the recorder begins recording over the stored memory blocks, starting from the oldest block.

The **PLAY** Key controls the play function. The PLAY annunciator is illuminated to indicate when play is in progress. The PLAY annunciator extinguishes after playback is finished.

Pressing the **PLAY** Key once plays the latest recorded memory block and then returns to normal operation. Pressing the **PLAY** Key again during play of a memory block stops play. If a COM input signal is detected during play of a recorded memory block, play is halted.

Pressing the **PLAY** Key twice within one-half second while audio is playing plays the previous block of recorded audio. Each subsequent two presses of the **PLAY** Key within one-half second backtracks through the recorded memory blocks to reach and play any recorded block.

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AUTOMATIC FLIGHT CONTROL SYSTEM

NOTE: If sensor information (other than attitude) required for a flight director mode becomes invalid or unavailable, the flight director automatically reverts to the default mode for that axis.

NOTE: If the attitude information required for the default flight director modes becomes invalid or unavailable, the autopilot automatically disengages.

FLIGHT DIRECTOR ACTIVATION

An initial press of a key listed in the following table (when the flight director is not active) activates the pilot-side flight director in the listed modes.

Control Pressed	Modes Selected			
	Lateral		Vertical	
FD Key	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
AP Key	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
CWS Button	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
GA Switch	Takeoff (on ground) Go Around (in air)	TO GA	Takeoff (on ground) Go Around (in air)	TO GA
ALT Key	Roll Hold (default)	ROL	Altitude Hold	ALT
VS Key	Roll Hold (default)	ROL	Vertical Speed	VS
VNV Key	Roll Hold (default)	ROL	Vertical Path Tracking*	VPTH
NAV Key	Navigation**	GPS VOR LOC	Pitch Hold (default)	PIT
BC Key	Backcourse***	BC	Pitch Hold (default)	PIT
APR Key	Approach**	GPS VAPP LOC	Pitch Hold (default) Glidepath Glideslope	PIT GP GS
HDG Key	Heading Select	HDG	Pitch Hold (default)	PIT

Valid VNV flight plan must be entered before* ***VNV* *Key press activates flight director.*

The selected navigation receiver must have a valid VOR or LOC signal or active GPS course before* ***NAV *or* ***APR*** *Key press activates flight director.*

****The selected navigation receiver must have a valid LOC signal before* ***BC*** *Key press activates flight director.*

VERTICAL MODES

Vertical Mode	Description	Control	Annunciation
Pitch Hold	Holds the current aircraft pitch attitude; may be used to climb/descend to the Selected Altitude	(default)	PIT
Selected Altitude Armed	AFCS armed to capture the altitude displayed in the Selected Altitude window	*	ALTS
Altitude Hold	Holds the current Altitude Reference	**ALT** Key	ALT nnnnn FT
Vertical Speed	Maintains the current aircraft vertical speed; may be used to climb/descend to the Selected Altitude	**VS** Key	VS nnnn FPM
Flight Level Change, IAS Hold	Maintains the current aircraft airspeed (in IAS or Mach) while the aircraft is climbing/ descending to the Selected Altitude. Press the **SPD** Key to switch between IAS and MACH.	**FLC** Key	FLC nnn KT
Flight Level Change, Mach Hold			FLC M .nnn
VNAV	Captures and tracks the VNAV flight path	**VNV** Key	VPTH
VNAV Target Altitude Armed	AFCS armed to capture the altitude displayed in the VNAV Target Altitude window	**	ALTV
Glidepath	Captures and tracks the SBAS glidepath on approach	**APR** Key	GP
Glideslope	Captures and tracks the ILS glideslope on approach		GS
Takeoff	Disengages the autopilot and commands a constant pitch angle and wings level in the air on the ground in preparation for takeoff	**GA** Switch	TO
Go Around***	Disengages the autopilot and commands a constant pitch attitude and wings level in the air		GA
Level	Commands 0° pitch attitude	****	LVL

* *ALTS armed automatically when PIT, VS, FLC, TO, or GA active, and under VPTH when Selected Altitude is to be captured instead of VNAV Target Altitude*

** *ALTV armed automatically under VPTH when VNAV Target Altitude is to be captured instead of Selected Altitude*

*** *Go Around mode disengages the autopilot unless a compatible lift computer is installed.*

**** *Level mode can only become activated as a function of Electronic Stability and Protection (ESP)*

LATERAL MODES

Lateral Mode	Description	Control	Annunciation
Roll Hold	Holds current aircraft roll attitude or rolls wings level, depending on commanded bank angle	(default)	ROL
Low Bank	Limits maximum commanded roll angle	**BANK** Key	*
Heading Select	Captures and tracks Selected Heading	**HDG** Key	HDG
Navigation, GPS Arm/ Capture/Track	Captures and tracks selected navigation source (GPS, VOR, LOC)	**NAV** Key	GPS
Navigation, VOR Enroute Arm/Capture/Track			VOR
Navigation, LOC Arm/ Capture/Track (No Glideslope)			LOC
Backcourse Arm/Capture/ Track	Captures and tracks a localizer signal for backcourse approaches	**BC** Key	BC
Approach, GPS Arm/Capture/ Track	Captures and tracks selected navigation source (GPS, VOR, LOC)	**APR** Key	GPS
Approach, VOR Arm/Capture/ Track			VAPP
Approach, ILS Arm/Capture/ Track (Glideslope Mode automatically armed)			LOC
Takeoff	Commands a constant pitch angle and wings level in preparation for takeoff	**GA** Switch	TO
Go Around**	Commands a constant pitch angle and wings level in the air		GA
Level	Commands wings level attitude	***	LVL

** No annunciation appears in the AFCS Status Box. The acceptable bank angle range is indicated in green along the Roll Scale of the Attitude Indicator.*

*** Go Around mode disengages the autopilot unless a compatible lift computer is installed*

**** Level mode can only become activated as a function of Electronic Stability and Protection (ESP)*

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GPS NAVIGATION

DIRECT-TO NAVIGATION

Direct-to Navigation from the MFD

1) Press the **Direct-to** (D▸) Key on the Control Unit.
2) Enter the waypoint identifier.
3) Press the **ENT** Key to confirm the identifier. The 'Activate?' field is highlighted.
4) If no altitude constraint or course is desired, press the **ENT** Key to activate. To enter an altitude constraint, proceed to step 5.
5) Turn the large **FMS** Knob to place the cursor over the 'VNV' altitude field.
6) Enter the desired altitude.
7) Press the **ENT** Key. If the waypoint entered is an airport, the option to select MSL or AGL is now displayed. If the waypoint is not an airport, proceed to step 9.
8) Turn the small **FMS** Knob to select 'MSL' or 'AGL'.
9) Press the **ENT** Key. The cursor is now flashing in the VNV offset distance field.
10) Enter the desired offset distance before (-) or after (+) the waypoint.
11) Press the **ENT** Key. The 'Activate?' field is highlighted.
12) Press the **ENT** Key to activate.

Direct-to Navigation from the PFD

1) Press the **Direct-to** Key (D▸) on the PFD.
2) Turn the large **FMS** Knob to place the cursor in the desired selection field.
3) Turn the small **FMS** Knob to begin selecting the desired identifier, location, etc.
4) Press the **ENT** Key.
5) The cursor is now flashing on 'ACTIVATE?'. If no altitude constraint or course is desired, press the **ENT** Key to activate. To enter an altitude constraint, proceed to step 6.
6) Turn the large **FMS** Knob to place the cursor over the 'ALT' altitude field.

7) Turn the small **FMS** Knob to enter the desired altitude.
8) Press the **ENT** Key. If the waypoint entered is an airport, the option to select MSL or AGL is now displayed. If the waypoint is not an airport, proceed to step 10.
9) Turn the small **FMS** Knob to select 'MSL' or 'AGL'.
10) Press the **ENT** Key. The cursor is placed in the 'OFFSET' offset distance field.
11) Turn the small **FMS** Knob to enter the desired target altitude offset from the selected Direct-to.
12) Press the **ENT** Key to highlight 'Activate?' or turn the large **FMS** Knob to highlight the 'CRS' field.
13) Turn the small **FMS** Knob to enter the desired course to the waypoint.
14) Press the **ENT** Key to highlight 'ACTIVATE?'.
15) Press the **ENT** again to activate the Direct-to.

ACTIVATE A STORED FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit and turn the small **FMS** Knob to display the Flight Plan Catalog Page.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the desired flight plan
4) Select the **ACTIVE** Softkey. The confirmation window is now displayed.
5) With 'OK' highlighted, press the **ENT** Key to activate the flight plan. To cancel the flight plan activation, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

ACTIVATE A FLIGHT PLAN LEG

1) From the Active Flight Plan Page, press the **FMS** Knob to activate the cursor and turn the large **FMS** Knob to highlight the desired waypoint.
2) Select the **ACT LEG** Softkey.

   OR

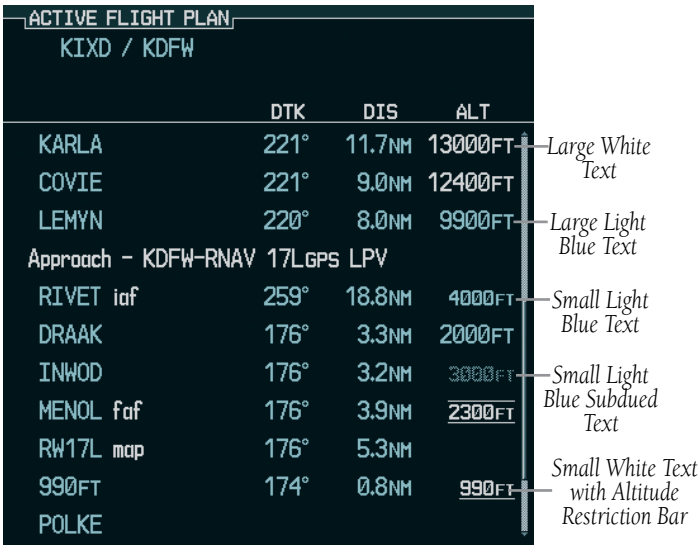
   Press the **MENU** Key, select the 'Activate Leg' option from the page menu and press the **ENT** Key. This step must be used when activating a leg from the PFD.
3) With 'Activate' highlighted, press the **ENT** Key.

STOP NAVIGATING A FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit to display the Active Flight Plan Page.
2) Press the **MENU** Key to display the Page Menu Window.
3) Turn the large **FMS** Knob to highlight 'Delete Flight Plan' and press the **ENT** Key. With 'OK' highlighted, press the **ENT** Key to delete the flight plan. This will not delete the stored flight plan, only the active flight plan.

VERTICAL NAVIGATION (VNAV)

The navigation database only contains altitudes for procedures that call for "Cross at" altitudes. If the procedure states "Expect to cross at," the altitude is not in the database. In this case the altitude may be entered manually.


ACTIVE FLIGHT PLAN
KIXD / KDFW
DTK DIS ALT
KARLA 221° 11.7NM 13000FT
COVIE 221° 9.0NM 12400FT
LEMYN 220° 8.0NM 9900FT
Approach - KDFW-RNAV 17LGPS LPV
RIVET iaf 259° 18.8NM 4000FT
DRAAK 176° 3.3NM 2000FT
INWOD 176° 3.2NM 3000FT
MENOL faf 176° 3.9NM 2300FT
RW17L map 176° 5.3NM
990FT 174° 0.8NM 990FT
POLKE
Large White Text
Large Light Blue Text
Small Light Blue Text
Small Light Blue Subdued Text
Small White Text with Altitude Restriction Bar

Cross AT or ABOVE 5,000 ft

Cross AT 2,300 ft

Cross AT or BELOW 3,000 ft

Altitudes associated with arrival and approach procedures are "auto-designated". This means the system will automatically use the altitudes loaded with the arrival or approach for giving vertical flight path guidance outside the FAF. Note that these altitudes will be displayed as small light blue text.

Altitudes that have been designated for use in vertical navigation may also be made "non-designated" by placing the cursor over the desired altitude and pressing the **CLR** Key. The altitude is now displayed only as a reference. It will not be used to give flight path vertical guidance. Other displayed altitudes may change due to re-calculations or rendered invalid as a result of manually changing an altitude to a non-designated altitude.

	White Text	Light Blue Text	Light Blue Subdued Text
Large Text	Altitude calculated by the system estimating the altitude of the aircraft as it passes over the navigation point. This altitude is provided as a reference and is not designated to be used in determining vertical flight path guidance.	Altitude has been entered by the pilot. Altitude is designated for use in giving vertical flight path guidance. Altitude does not match the published altitude in navigation database or no published altitude exists.	The system cannot use this altitude in determining vertical flight path guidance.
Small Text	Altitude is not designated to be used in determining vertical flight path guidance. Altitude has been retrieved from the navigation database and is provided as a reference.	Altitude is designated for use in giving vertical flight path guidance. Altitude has been retrieved from the navigation database or has been entered by the pilot and matches a published altitude in the navigation database.	The system cannot use this altitude in determining vertical flight path guidance.

NOTE: *Making course changes greater than 90° during a descent with vertical guidance may cause excessive and rapid movement of the vertical deviation indicator, and SVS Pathways.*

The system updates vertical path guidance continuously using ground speed and the calculated distance to the Bottom of Descent (BOD). Due to turn anticipation guidance (turn-smoothing), distance to the BOD can be affected by course changes greater than approximately 5 degrees. Ground speed can be affected by factors such as shifts in wind direction, aircraft power management, pitch angle, and course changes. Abrupt and/or substantial changes to either the distance to the BOD, ground speed, or both can cause similarly abrupt/substantial changes in vertical path guidance.

Because of turn-smoothing, changes to both distance to the BOD and ground speed tend to be more extreme when the BOD is also a waypoint that marks a large course change. These speed and distance changes will be accounted for in the computed required vertical path and reflected in the vertical guidance indications.

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FLIGHT PLANNING

WEIGHT PLANNING

All procedures apply to the MFD and the Control Unit unless otherwise stated.

Entering Weight Parameters

The Weight Planning Page is displayed after system power-up. If it is necessary to return to this page, turn the large **FMS** Knob to select the 'AUX' page group. Turn the small **FMS** Knob to select the Weight Planning Pge.

1) Select the **EMPTY WT** Softkey to place the cursor in the Basic Empty Weight field.
2) Enter the desired aircraft empty weight.
3) Press the **ENT** Key. The cursor is now over the 'PILOT & STORES' field.
4) Enter the desired weight of Pilot & Stores.
5) Press the **ENT** Key.
6) Continue repeating these steps until all desired weights have been entered.

Entering Fuel Parameters

1) Press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to place the cursor in the 'FUEL ON BOARD' field.
3) Turn the small **FMS** Knob to enter the desired fuel quantity.
4) Press the **ENT** Key. The cursor is now in the 'FUEL RESERVES' field.
5) Turn the small **FMS** Knob to enter the desired reserve fuel quantity.
6) Press the **FMS** Knob to remove the cursor.
7) Press the **ENT** Key.

TRIP PLANNING

1) Turn the large **FMS** Knob on the Control Unit to select the 'AUX' page group.
2) Turn the small **FMS** Knob to select the Trip Planning Page.
3) The current 'PAGE MODE' is displayed at the top of the page: 'AUTOMATIC' or 'MANUAL'. To change the page mode, select the **AUTO** or **MANUAL** Softkey.

4) For Direct-to planning:

a) Select the **WPTS** Softkey and verify that the starting waypoint field indicates 'P.POS' (present position).

b) If necessary, press the **MENU** Key and select 'Set WPT to Present Position' to display 'P.POS'.

c) Press the **ENT** Key and the flashing cursor moves to the ending waypoint field.

d) Enter the identifier of the ending waypoint and press the **ENT** Key to accept the waypoint.

Or:

For point-to-point planning:

a) Enter the identifier of the starting waypoint.

b) Once the waypoint's identifier is entered, press the **ENT** Key to accept the waypoint. The flashing cursor moves to the ending waypoint.

c) Again, enter the identifier of the ending waypoint.

d) Press the **ENT** Key to accept the waypoint.

Or:

For flight plan leg planning:

a) Select the **FPL** Softkey (at the bottom of the display).

b) Turn the small **FMS** Knob to select the desired flight plan (already stored in memory), by number.

c) Turn the large **FMS** Knob to highlight the 'LEG' field.

d) Turn the small **FMS** Knob to select the desired leg of the flight plan, or select 'CUM' to apply trip planning calculations to the entire flight plan. Selecting 'FPL 00' will display the active flight plan. If an active flight plan is selected, 'REM' will be an available option to display planning data for the remainder of the flight plan.

NOTE: *The page mode must be set to 'MANUAL' to perform the following steps.*

5) Turn the large **FMS** Knob to highlight the departure time (DEP TIME) field.

NOTE: *The departure time on the Trip Planning Page is used for preflight planning. Refer to the Utility Page for the actual flight departure time.*

6) Enter the departure time. Press the **ENT** Key when finished. Departure time may be entered in local or UTC time, depending upon system settings.

7) The flashing cursor moves to the ground speed (GS) field. Enter the ground speed. Press the **ENT** Key when finished. Note that in 'automatic' page mode, ground speed is provided by the system.

8) The flashing cursor moves to the fuel flow field. Enter the fuel flow. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, fuel flow is provided by the system.

9) The flashing cursor moves to the fuel onboard field. Modify the fuel onboard. Press the **ENT** Key when finished. In 'AUTOMATIC' mode, fuel onboard is provided by the entry made on the Weight Planning Page.

10) The flashing cursor moves to the calibrated airspeed (CALIBRATED AS) field. Enter the calibrated airspeed. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, calibrated airspeed is provided by the system.

11) The flashing cursor moves to the altitude (IND ALTITUDE) field. Enter the altitude. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, altitude is provided by the system.

12) The flashing cursor moves to the barometric setting (PRESSURE) field. Enter the desired baro setting. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, the baro setting is provided by the setting entered on the PFD.

13) The flashing cursor moves to the air temperature (TOTAL AIR TEMP) field. Enter the desired air temperature. Press the **ENT** Key when finished. Note that in 'AUTOMATIC' page mode, air temperature is provided by the system outside air temperature.

CREATE A USER WAYPOINT DEFINED BY LATITUDE & LONGITUDE

1) Turn the large **FMS** Knob on the Control Unit to select the 'WPT' page group.

2) Turn the small **FMS** Knob to select the User WPT Information Page.

3) Select the **NEW** Softkey. A waypoint is created at the current aircraft position.

4) Enter the desired waypoint name.

5) Press the **ENT** Key.

6) The cursor is now in the 'WAYPOINT TYPE' field. If desired, the waypoint can be made temporary (deleted automatically when the system is turned off). If the waypoint is to remain in the system, proceed to step 7.

a) Turn the large **FMS** Knob one click to the left to highlight 'TEMPORARY'.

b) Press the **ENT** Key to place a check-mark in the box. Turn the large **FMS** Knob to place the cursor back in the 'WAYPOINT TYPE' field.

7) With the cursor in the 'WAYPOINT TYPE' field, turn the small **FMS** Knob to display a list of waypoint types.

8) Turn the small **FMS** Knob to select LAT/LON (latitude and longitude).

9) Press the **ENT** Key.

CREATE A USER WAYPOINT DEFINED BY RADIALS FROM OTHER WAYPOINTS

1) Turn the large **FMS** Knob on the Control Unit to select the 'WPT' page group.

2) Turn the small **FMS** Knob to select the User WPT Information Page.

3) Select the **NEW** Softkey. A waypoint is created at the current aircraft position.

4) Enter the desired waypoint name.

5) Press the **ENT** Key.

6) The cursor is now in the 'WAYPOINT TYPE' field. If desired, the waypoint can be made temporary (deleted automatically when the system is turned off). If the waypoint is to remain in the system, proceed to step 7.

a) Turn the large **FMS** Knob one click to the left to highlight 'TEMPORARY'.

b) Press the **ENT** Key to place a check-mark in the box. Turn the large **FMS** Knob to place the cursor back in the 'WAYPOINT TYPE' field.

7) With the cursor in the 'WAYPOINT TYPE' field, turn the small **FMS** Knob to display a list of waypoint types.

8) Turn the small **FMS** Knob to select RAD/RAD (radial/radial).

9) Press the **ENT** Key.

10) The cursor moves to the 'REFERENCE WAYPOINTS' field. With the first waypoint name highlighted, use the **FMS** Knobs to enter the desired waypoint name. Waypoints may also be selected as follows:

a) When a flight plan is active, turning the small **FMS** Knob to the left will display a list of the flight plan waypoints.

b) Turn the large **FMS** Knob to select the desired waypoint.

c) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'NRST' airports to the aircraft's current position.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'RECENT' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'USER' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

11) Press the **ENT** Key. The cursor is displayed in the 'RAD' (radial) field. Enter the desired radial from the reference waypoint.

12) Press the **ENT** Key.

13) Repeat step 10 to enter the next waypoint name.

14) Press the **ENT** Key. The cursor is displayed in the 'RAD' (radial) field for the second waypoint. Enter the desired radial from the reference waypoint.

15) Press the **ENT** Key.

16) Press the **FMS** Knob to remove the flashing cursor.

CREATE A USER WAYPOINT DEFINED BY A RADIAL & DISTANCE FROM ANOTHER WAYPOINT

1) Turn the large **FMS** Knob on the MFD Control Unit to select the 'WPT' page group.

2) Turn the small **FMS** Knob to select the User WPT Information Page.

3) Select the **NEW** Softkey. A waypoint is created at the current aircraft position.

4) Enter the desired waypoint name.

5) Press the **ENT** Key.

6) The cursor is now in the 'WAYPOINT TYPE' field. If desired, the waypoint can be made temporary (deleted automatically when the system is turned off). If the waypoint is to remain in the system, proceed to step 7.

- **a)** Turn the large **FMS** Knob one click to the left to highlight 'TEMPORARY'.
- **b)** Press the **ENT** Key to place a check-mark in the box. Turn the large **FMS** Knob to place the cursor back in the 'WAYPOINT TYPE' field.

7) With the cursor in the 'WAYPOINT TYPE' field, turn the small **FMS** Knob to display a list of waypoint types.

8) Turn the small **FMS** Knob to select RAD/DIS (radial/distance).

9) Press the **ENT** Key.

10) The cursor moves to the 'REFERENCE WAYPOINTS' field. With the first waypoint name highlighted, use the **FMS** Knobs to enter the desired waypoint name. Waypoints may also be selected as follows:

- **a)** When a flight plan is active, turning the small **FMS** Knob to the left will display a list of the flight plan waypoints.
- **b)** Turn the large **FMS** Knob to select the desired waypoint.
- **c)** Press the **ENT** Key.

Or:

- **a)** Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.
- **b)** Turn the small **FMS** Knob to the right to display the 'NRST' airports to the aircraft's current position.
- **c)** Turn the large **FMS** Knob to select the desired waypoint.
- **d)** Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'RECENT' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'USER' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

11) Press the **ENT** Key. The cursor is displayed in the 'RAD' (radial) field. Enter the desired radial from the reference waypoint.

12) Press the **ENT** Key.

13) The cursor is now displayed in the 'DIS' (distance) field. Enter the desired distance from the reference waypoint.

14) Press the **ENT** Key.

15) Press the **FMS** Knob to remove the flashing cursor.

DELETE A USER WAYPOINT

1) Turn the large **FMS** Knob to select the 'WPT' page group.

2) Turn the small **FMS** Knob to select the User WPT Information Page.

3) Press the **FMS** Knob to activate the cursor.

4) Turn the large **FMS** Knob to the place the cursor in the 'USER WAYPOINT LIST' field.

5) Turn the small **FMS** Knob to highlight the desired waypoint.

6) Select the **DELETE** Softkey.

7) The message 'Would you like to delete the user waypoint?' is displayed. With 'YES' highlighted, press the **ENT** Key.

CREATE A FLIGHT PLAN

NOTE: *When creating a flight plan in the Active Flight Plan Window, the first leg is activated automatically after it is created.*

Creating an active flight plan:

1) Press the **FPL** Key.
2) Press the **FMS** Knob to activate the cursor (only on MFD).
3) Turn the small **FMS** Knob to display the Waypoint Information Window. (Turning it clockwise displays a blank Waypoint Information Window, turning it counter-clockwise displays the Waypoint Information Window with a waypoint selection submenu allowing selection of active flight plan, nearest, recent, user, or airway waypoints).
4) Enter the identifier, facility, or city name of the departure waypoint or select a waypoint from the submenu of waypoints and press the **ENT** Key. The active flight plan is modified as each waypoint is entered.
5) Repeat step numbers 3 and 4 to enter each additional flight plan waypoint.
6) When all waypoints have been entered, press the **FMS** Knob to remove the cursor.

Creating a stored flight plan:

1) Press the **FPL** Key.
2) Turn the small **FMS** Knob clockwise to display the Flight Plan Catalog Page.
3) Select the **NEW** Softkey; or press the **MENU** Key, highlight 'Create New Flight Plan', and press the **ENT** Key to display a blank flight plan for the first empty storage location.
4) Turn the small **FMS** Knob to display the Waypoint Information Window. (Turning it clockwise displays a blank Waypoint Information Window, turning it counter-clockwise displays the Waypoint Information Window with a waypoint selection submenu allowing selection of active flight plan, nearest, recent, user, or airway waypoints).
5) Enter the identifier, facility, or city name of the departure waypoint or select a waypoint from the submenu of waypoints and press the **ENT** Key.
6) Repeat step numbers 4 and 5 to enter each additional flight plan waypoint.
7) When all waypoints have been entered, press the **FMS** Knob to return to the Flight Plan Catalog Page. The new flight plan is now in the list.

IMPORT A FLIGHT PLAN FROM AN SD CARD

1) Insert the SD card containing the flight plan in the top card slot on the MFD.
2) Press the **FPL** Key on the Control Unit to display the Active Flight Plan Page on the MFD.
3) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
4) Press the **FMS** Knob to activate the cursor.
5) Turn either **FMS** Knob to highlight an empty or existing flight plan.
6) Select the **IMPORT** Softkey.

   If an empty flight plan is selected, a list of the available flight plans on the SD card will be displayed.

   Or:

   If an existing flight plan is selected, an 'Overwrite existing flight plan? OK or CANCEL' prompt is displayed. Press the **ENT** Key to choose to overwrite the selected flight plan and see a list of the available flight plans on the SD card. If overwriting the existing flight plan is not desired, select 'CANCEL' using the **FMS** Knob, press the **ENT** Key, select another existing or empty flight plan, and again select the **IMPORT** Softkey.
7) Turn the small **FMS** Knob to highlight the desired flight plan for importing.
8) Press the **ENT** Key.

INSERT A WAYPOINT IN THE ACTIVE FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit to display the active flight plan.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the desired flight plan waypoint. The new waypoint will be inserted before the highlighted waypoint.
4) Turn the small **FMS** Knob. The Waypoint Information Window is now displayed.
5) Enter the new flight plan waypoint by one of the following:
   a) Enter the user waypoint identifier, facility, or city.
   b) Press the **ENT** Key.

      Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'NRST' airport waypoints to the aircraft's current position.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

Or:

a) Turn the small **FMS** Knob to the left. Initially, a flight plan waypoint list is displayed.

b) Turn the small **FMS** Knob to the right to display the 'RECENT' waypoints.

c) Turn the large **FMS** Knob to select the desired waypoint.

d) Press the **ENT** Key.

ENTER AN AIRWAY IN A FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit.

2) Press the **FMS** Knob to activate the cursor (not required on the PFD).

3) Turn the large **FMS** Knob to highlight the waypoint after the desired airway entry point. If this waypoint is not a valid airway entry point, a valid entry point should be entered at this time.

4) Turn the small **FMS** Knob one click clockwise and select the **LD AIRWY** Softkey, or press the **MENU** Key and select "Load Airway" (required on the PFD). The Select Airway Page is displayed. The **LD AIRWY** Softkey or the "Load Airway" menu item is available only when an acceptable airway entry waypoint has been chosen (the waypoint ahead of the cursor position).

5) Turn the **FMS** Knob to select the desired airway from the list, and press the **ENT** Key. Low altitude airways are shown first in the list, followed by "all" altitude airways, and then high altitude airways.

6) Turn the **FMS** Knob to select the desired airway exit point from the list, and press the **ENT** Key. 'LOAD?' is highlighted.

7) Press the **ENT** Key. The system returns to editing the flight plan with the new airway inserted.

INVERT AN ACTIVE FLIGHT PLAN

1) Press the **FPL** Key to display the active flight plan.
2) Press the **MENU** Key to display the Page Menu.
3) Turn the large **FMS** Knob to highlight 'Invert Flight Plan'.
4) Press the **ENT** Key. The original flight plan remains intact in its flight plan catalog storage location.
5) With 'OK' highlighted, press the **ENT** Key to invert the flight plan.

REMOVE A DEPARTURE, ARRIVAL, APPROACH, OR AIRWAY FROM A FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit to display the active flight plan. Press the **FMS** Knob to activate the cursor.

   Or:

   a) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
   b) Press the **FMS** Knob to activate the cursor.
   c) Turn the large **FMS** Knob to highlight the desired flight plan.
   d) Select the **EDIT** Softkey.
2) Turn the large **FMS** Knob to highlight the title for the approach, departure, arrival, or airway to be deleted. Titles appear in white directly above the procedure's waypoints.
3) Press the **CLR** Key to display a confirmation window.
4) With 'OK' highlighted, press the **ENT** Key to remove the selected procedure or airway.

STORE A FLIGHT PLAN

1) After creating a flight plan on either the PFD or MFD, it may be saved by pressing the **MENU** Key.
2) Turn the large **FMS** Knob to highlight 'Store Flight Plan' and press the **ENT** Key.
3) With 'OK' highlighted, press the **ENT** Key to store the flight plan.

EDIT A STORED FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit and turn the small **FMS** Knob to display the Flight Plan Catalog Page.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the desired flight plan.
4) Select the **EDIT** Softkey.
5) Turn the large **FMS** Knob to place the cursor in the desired location.
6) Enter the changes, then press the **ENT** Key.
7) Press the **FMS** Knob to return to the Flight Plan Catalog Page.

DELETE A WAYPOINT FROM THE FLIGHT PLAN

1) Press the **FPL** Key to display the active flight plan. Press the **FMS** Knob to activate the cursor.

   Or:

   a) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
   b) Press the **FMS** Knob to activate the cursor.
   c) Turn the large **FMS** Knob to highlight the desired flight plan.
   d) Select the **EDIT** Softkey.
2) Turn the large **FMS** Knob to highlight the waypoint to be deleted.
3) Press the **CLR** Key to display a 'REMOVE (Wpt Name)?' confirmation window.
4) With 'OK' highlighted, press the **ENT** Key to remove the waypoint. To cancel the delete request, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.
5) Once all changes have been made, press the **FMS** Knob to remove the cursor.

INVERT AND ACTIVATE A STORED FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit.
2) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
3) Press the **FMS** Knob to activate the cursor.

4) Turn the large **FMS** Knob to highlight the desired flight plan.
5) Select the **INVERT** Softkey. 'Invert and activate stored flight plan?' will be displayed.
6) With 'OK' highlighted, press the **ENT** Key. The selected flight plan is now inverted and activated. The original flight plan remains intact in its flight plan catalog storage location.

COPY A FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit.
2) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
3) Press the **FMS** Knob to activate the cursor.
4) Turn the large **FMS** Knob to highlight the flight plan to be copied.
5) Select the **COPY** Softkey. A 'Copy to flight plan #?' confirmation window is displayed.
6) With 'OK' highlighted, press the **ENT** Key to copy the flight plan. To cancel, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

DELETE A FLIGHT PLAN

1) Press the **FPL** Key on the Control Unit.
2) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
3) Press the **FMS** Knob to activate the cursor.
4) Turn the large **FMS** Knob to highlight the flight plan to be deleted.
5) Select the **DELETE** Softkey. A 'Delete flight plan #?' confirmation window is displayed.
6) With 'OK' highlighted, press the **ENT** Key to delete the flight plan. To cancel, turn the large **FMS** Knob to highlight 'CANCEL' and press the **ENT** Key.

GRAPHICAL FLIGHT PLAN CREATION

1) Press the **FPL** Key on the Control Unit to display the Active Flight Plan Page.
2) Press the **Joystick** to activate the map pointer. Use the **Joystick** to move the pointer to the desired point on the map to be inserted as a waypoint in the flight plan.

3) The default insertion point is at the end of the flight plan. If the selected waypoint is to be placed anywhere other than the end of the flight plan, press the **FMS** Knob to activate the cursor. Waypoints are inserted *ABOVE* the cursor. Turn the large **FMS** Knob to select the desired insertion point.

4) Select the **LD WPT** Softkey. The selected waypoint will be inserted at the selected point. The default user waypoint naming is USR000, USR001, USR002, and so on.

5) To change the user waypoint name, follow the procedure for modifying a user waypoint.

EXPORT A FLIGHT PLAN TO AN SD CARD

1) Insert the SD card into the top card slot on the MFD.
2) Press the **FPL** Key on the Contol Unit to display the Active Flight Plan Page on the MFD.
3) Turn the small **FMS** Knob to select the Flight Plan Catalog Page.
4) Press the **FMS** Knob to activate the cursor.
5) Turn the large **FMS** Knob to highlight the flight plan to be exported.
6) Select the **EXPORT** Softkey.
7) Press the **ENT** Key to confirm the export.

PROCEDURES

LOAD AND ACTIVATE A DEPARTURE PROCEDURE

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'SELECT DEPARTURE'.
3) Press the **ENT** Key. The cursor is displayed in the 'DEPARTURE' field with a list of available departures.
4) Turn the large **FMS** Knob to highlight the desired departure.
5) Press the **ENT** Key. A list of runways may be displayed for the departure. If so, turn either **FMS** Knob to select the desired runway.
6) Press the **ENT** Key. The cursor is displayed in the 'TRANSITION' field with a list of available transitions.
7) Turn the large **FMS** Knob to highlight the desired transition.
8) Press the **ENT** Key.
9) With 'LOAD?' highlighted, press the **ENT** Key. The departure will be active when the flight plan is active.

ACTIVATE A DEPARTURE LEG

1) Press the **FPL** Key to display the active flight plan.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the TO waypoint of the desired leg within the departure.
4) Select the **ACT LEG** Softkey. A confirmation window showing the selected leg will be displayed.
5) With 'ACTIVATE' highlighted, press the **ENT** Key.

LOAD AN ARRIVAL PROCEDURE

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'SELECT ARRIVAL'.
3) Press the **ENT** Key. The cursor is displayed in the 'ARRIVAL' field with a list of available arrivals.
4) Turn the large **FMS** Knob to highlight the desired arrival.

5) Press the **ENT** Key. A list of transitions is displayed for the selected arrival.
6) Turn either **FMS** Knob to select the desired transition.
7) Press the **ENT** Key. A list of runways is displayed for the selected arrival.
8) Turn the large **FMS** Knob to highlight the desired runway.
9) Press the **ENT** Key.
10) With 'LOAD?' highlighted, press the **ENT** Key.
11) The arrival will become part of the active flight plan.

ACTIVATE AN ARRIVAL LEG

1) Press the **FPL** Key on the Control Unit to display the active flight plan.
2) Press the **FMS** Knob to activate the cursor.
3) Turn the large **FMS** Knob to highlight the TO waypoint of the desired leg within the arrival.
4) Select the **ACT LEG** Softkey. A confirmation window showing the selected leg is displayed.
5) With 'ACTIVATE' highlighted, press the **ENT** Key.

LOAD AND/OR ACTIVATE AN APPROACH PROCEDURE

NOTE: *If certain GPS parameters (SBAS, RAIM, etc.) are not available, some published approach procedures for the desired airport may not be displayed in the list of available approaches.*

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'SELECT APPROACH'.
3) Press the **ENT** Key. A list of available approaches for the destination airport is displayed.
4) Turn either **FMS** Knob to highlight the desired approach.
5) Press the **ENT** Key. A list of available transitions for the selected approach procedure is now displayed.
6) Turn either **FMS** Knob to select the desired transition. The "Vectors" option assumes vectors will be received to the final course segment of the approach and will provide navigation guidance relative to the final approach course.

7) Press the **ENT** Key. The cursor moves to the MINIMUMS field.
8) If desired, the DA/MDA for the selected approach procedure may be entered and displayed on the PFD. Turn the small **FMS** Knob in the direction of the green arrow to change the display from OFF to BARO.
9) Press the **ENT** Key. The cursor moves to the altitude field. Turn the small **FMS** Knob to enter the published DA/MDA for the selected approach procedure.
10) Press the **ENT** Key. 'LOAD? or ACTIVATE?' is now displayed with 'LOAD?' highlighted.
11) Turn the large **FMS** Knob to select either 'LOAD?' or 'ACTIVATE?'.

    Selecting 'LOAD?' enters the selected approach procedure into the active flight plan, but is not currently active. Selecting 'ACTIVATE?' enters the selected approach procedure into the active flight plan and is immediately activated.
12) Press the **ENT** Key.

ACTIVATE AN APPROACH IN THE ACTIVE FLIGHT PLAN

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'ACTIVATE APPROACH'.
3) Press the **ENT** Key.

ACTIVATE A VECTOR TO FINAL APPROACH FIX

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'ACTIVATE VECTOR-TO-FINAL'.
3) Press the **ENT** Key.
4) The final approach course becomes the active leg.

ACTIVATE A MISSED APPROACH IN THE ACTIVE FLIGHT PLAN

1) Press the **PROC** Key.
2) Turn the large **FMS** Knob to highlight 'ACTIVATE MISSED APPROACH'.
3) Press the **ENT** Key. A confirmation window will be displayed.
4) With 'ACTIVATE' highlighted, press the **ENT** Key.

   Or:

   Press the go-around button.

Blank Page

HAZARD AVOIDANCE

CUSTOMIZING THE HAZARD DISPLAYS ON THE NAVIGATION MAP

1) With the Navigation Map Page displayed, press the **MENU** Key to display the Navigation Map Page Menu. The cursor flashes on the 'Map Setup' option.
2) Press the **ENT** Key. The Map Setup Menu is displayed. Turn the small **FMS** Knob to select 'Weather' to customize the display of weather features. Select 'Traffic' to customize the display of traffic.
3) Press the small **FMS** Knob to return to the Navigation Map Page.

STORMSCOPE® (OPTIONAL)

WARNING: *The Stormscope system is not intended to be used for hazardous thunderstorm penetration. Weather information on the G1000 MFD is approved for weather avoidance only. Refer to the WX-500 Pilot's Guide for detailed operation.*

Displaying Stormscope Lightning Data on the Navigation Map Page

1) Press the **MAP** Softkey.
2) Select the **STRMSCP** Softkey. Select the **STRMSCP** Softkey again to remove Stormscope Lightning Data from the Navigation Map Page.

Lightning Age	Symbol
Strike is less than 6 seconds old	
Strike is between 6 and 60 seconds old	
Strike is between 1 and 2 minutes old	
Strike is between 2 and 3 minutes old	

Select 'Cell' or 'Strike' as the Stormscope Lightning Mode

1) Press the **MENU** Key (with the Navigation Map Page displayed).
2) Turn either **FMS** Knob to highlight 'Map Setup'.
3) Press the **ENT** Key.
4) Turn the small **FMS** Knob to highlight 'Weather'.

5) Press the **ENT** Key.
6) Turn the large **FMS** Knob to place the cursor in the 'STRMSCP MODE' field.
7) Turn the small **FMS** Knob to display the 'Cell/Strike' window.
8) Turn either **FMS** Knob to select 'Cell' or 'Strike'. Press the **ENT** Key.
9) Push the **FMS** Knob to return to the Navigation Map Page.

Clear Stormscope Lightning Data from the Navigation Map Page

1) Press the **MENU** Key (with the Navigation Map Page displayed).
2) Turn either **FMS** Knob to highlight the 'Clear Stormscope® Lightning' field and press the **ENT** Key.

NOTE: *If heading input is lost, strikes and/or cells must be cleared manually after the execution of each turn. This is to ensure that the strike and/or cell positions are depicted accurately in relation to the nose of the aircraft.*

Stormscope Page

1) Turn the large **FMS** Knob until the Map Page group is selected.
2) Turn the small **FMS** Knob select the Stormscope Page.

Change the Stormscope Lightning Mode Between 'Cell' and 'Strike'

1) Select the Stormscope Page.
2) Select the **MODE** Softkey. The **CELL** and **STRIKE** Softkeys are displayed. Select the **CELL** Softkey to display 'CELL' data or select the **STRIKE** Softkey to display 'STRIKE' data. 'CELL' or 'STRIKE' is displayed in the mode box located in the upper left corner of the Stormscope Page.

NOTE: *"Cell mode" uses a clustering program to identify clusters of electrical activity that indicate cells.*

Change the Viewing Mode Between 360˚ and 120˚

1) Select the Stormscope Page.
2) Select the **VIEW** Softkey. The **360** and **ARC** Softkeys are displayed. Select the **360** Softkey to display a 360˚ viewing area or select the **ARC** Softkey to display a 120˚ viewing area.

   Select the **CLEAR** Softkey to remove all Stormscope lightning data from the display.

SIRIUSXM WEATHER (OPTIONAL)

WARNING: *Do not use data link weather information for maneuvering in, near or around areas of hazardous weather. Information contained within data link weather products may not accurately depict current weather conditions..*

Displaying SiriusXM Weather on the Navigation Map Page

1) Select the **MAP** Softkey.
2) Select the **NEXRAD** or **XM LTNG** Softkey to display the desired weather. Select the applicable softkey again to remove weather data from the Navigation Map Page.

Display METAR and TAF information on the Airport Information Page

1) Turn the large **FMS** Knob to select the WPT Page Group.
2) Turn the small **FMS** Knob to select the Airport Information Page.
3) Select the **WX** Softkey to display METAR and TAF text (METAR and TAF information is updated every 12 minutes).

Displaying Weather on the Weather Data Link Page

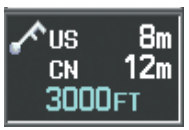
1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Weather Data Link Page.
3) Select the available softkeys to select the desired XM weather product.
4) Select the **LEGEND** Softkey to view the legends for the selected products. If necessary, turn either **FMS** Knob to scroll through the list. Press the small **FMS** Knob or the **ENT** Key to return to the map.

Map Panning Information – Weather Data Link Page

1) Push in the **Joystick** to display the panning arrow.
2) Move the **Joystick** to place the panning arrow on AIRMETs, TFRs, METARs, or SIGMETs.
3) Press the **ENT** Key to display pertinent information for the selected product.

   Note that pressing the **ENT** Key when panning over an AIRMET or a SIGMET displays an information box that shows the text of the report. Panning over an airport with METAR information does not display more information but allows the user to press the **ENT** Key and select that Airport's Information Page to display the text of the report. Pressing the **ENT** Key when panning over a TFR displays TFR specific information.

Weather Products and Symbols

Wx Product Status Icons	Description
	NEXRAD - Available for the US and Canada. The age of the displayed data for each is shown at the right.
	ECHO TOP - The age of the displayed data is shown at the right. Not displayed when CLOUD TOP is displayed.
	CLOUD TOP - The age of the displayed data is shown at the right. Not displayed when ECHO TOP is displayed.
	XM LIGHTNING - The age of the displayed data is shown at the right.
	CELL MOVEMENT - The age of the displayed data is shown at the right.
	SIGMET & AIRMET - The age of the displayed data for each is shown at the right.
	METAR - Available for the US and Canada. The age of the displayed data for each is shown at the right.
	SURFACE ANALYSIS with CITY FORECAST - The upper symbol depicts Surface Analysis. The lower symbol depicts City Forecast. The age of the displayed data for each is shown at the right. The selected forecast period is shown at the bottom.
	FREEZING LEVEL - The age of the displayed data is shown at the right.
	**WINDS ALOFT** - Available for the US and Canada. The age of the displayed data for each is shown at the right. The altitude selection is shown at the bottom.
	COUNTY WARNING - The age of the displayed data is shown at the right.
	CYCLONE WARNING - The age of the displayed data is shown at the right.
	AIREP - The age of the displayed data is shown at the right.

Wx Product Status Icons	Description
	PIREP - The age of the displayed data is shown at the right. Urgent Pireps are displayed in yellow.
	TURBULENCE - The age of the displayed data is shown at the right. The altitude selection is shown at the bottom.
	ICING POTENTIAL - The age of the displayed data is shown at the right. The altitude selection is shown at the bottom.

AIRBORNE COLOR WEATHER RADAR

WARNING: *Begin transmitting only when it is safe to do so. If it is desired to transmit while the aircraft is on the ground, no personnel or objects should be within 11 feet of the antenna.*

CAUTION: *In Standby Mode, the antenna is parked at the center line. It is always a good idea to put the radar in Standby Mode before taxiing the aircraft to prevent the antenna from bouncing on the bottom stop and possibly causing damage to the radar assembly.*

Displaying Weather on the Weather Radar Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the Weather Radar Page.
3) Select the **MODE** Softkey.
4) If the aircraft is on the ground, select the **STANDBY** Softkey to initiate the one minute warm-up period. After the warm-up is complete, the radar will enter the Standby Mode. After the aircraft is airborne, select the **WEATHER** Softkey.

   Or:

   If the aircraft is already airborne, select the **WEATHER** or **GROUND** Softkey. The one-minute warm-up period will be initiated, after which the radar will begin transmitting. The horizontal scan is initially displayed.
5) Turn the **Joystick** to select the desired range.
6) If desired, select the **VERTICAL** Softkey for vertical scanning.

Adjusting Antenna Tilt

Move the **Joystick** up or down to adjust the tilt of the antenna up or down. Monitor the displayed tilt value in the TILT field.

When scanning vertically, a Tilt Line may be displayed to aid in positioning the tilt of the antenna. If the Tilt Line is not displayed, perform the following steps:

1) Press the **MENU** Key
2) Turn the large **FMS** Knob to select 'Show Tilt Line'.
3) Press the **ENT** Key.

Adjusting Antenna Bearing

Move the **Joystick** right or left to adjust the azimuth position of the antenna right or left. Monitor the displayed bearing value in the BEARING field.

When scanning horizontally, a Bearing Line may be displayed to aid in positioning the antenna for the vertical scan. If the Bearing Line is not displayed, perform the following steps:

1) Press the **MENU** Key
2) Turn the large **FMS** Knob to select 'Show Bearing Line'.
3) Press the **ENT** Key.

Vertically Scan a Storm Cell

1) While in the Horizontal Scan view, move the **Joystick** to place the Bearing Line on the desired storm cell, or other area, to be vertically scanned.
2) Select the **VERTICAL** Softkey. A vertical 'slice' of the selected area will now be displayed.
3) Move the **Joystick** right or left to move the scanned "slice" a few degrees right or left.
4) Turn the **Joystick** to adjust the range.
5) To select a new area to be vertically scanned, select the **HORIZON** Softkey to return to the Horizontal Scan view and repeat the previous steps.

Adjusting Gain

WARNING: *Changing the gain in Weather Mode will cause precipitation intensity to be displayed as a color not representative of the true intensity. Remember to return the gain setting to 'Calibrated' for viewing the actual intensity of precipitation.*

1) Select the **GAIN** Softkey to activate the cursor in the 'GAIN' field.
2) Turn the small **FMS** Knob to adjust the gain for the desirable level. The gain setting is visible in the gain field as a movable horizontal bar in a flashing box. The line pointer is a reference depicting the calibrated position.
3) Press the **FMS** Knob to remove the cursor.
4) Select the **GAIN** Softkey again to recalibrate the gain. 'CALIBRATED' will be displayed in the 'GAIN' field.

Ground Mapping

1) Select the **MODE** Softkey.
2) Select the **GROUND** Softkey to place the radar in Ground Map Mode.
3) Select the **BACK** Softkey.

Sector Scan

1) While in the Horizontal Scan Mode, move the **Joystick** right or left to place the Bearing Line in the desired position. The location of the Bearing Line will become the center point of the Sector Scan.
2) Press the **FMS** Knob to display the cursor.
3) Turn the large **FMS** Knob to place the cursor in the SECTOR SCAN field.
4) Turn the small **FMS** Knob to select FULL, 60˚, 40˚, or 20˚ scan.
5) If desired, readjust the Bearing Line with the **Joystick** to change the center of the Sector Scan.
6) Press the **FMS** Knob to remove the cursor.

Antenna Stabilization

1) To activate or deactivate the antenna stabilization, select the **MODE** Softkey.
2) Select the **STAB ON** Softkey to activate antenna stabilization or select the **STAB OFF** Softkey to deactivate. The current stabilization condition is shown in the upper right of the weather radar display.

Weather Attenuated Color Highlight (WATCH®)

To activate or deactivate the WATCH® feature, select the **WATCH** Softkey. This feature is only available in the Horizontal Scan Mode.

Weather Alert

To activate or deactivate Weather Alert, select the **WX ALRT** Softkey. Activating and deactivating will also enable or inhibit the alert on the PFD.

Automatic Standby

When the weather radar system is in the Weather or Ground Map Mode, upon landing the system will automatically switch to Standby Mode.

TRAFFIC SYSTEMS

- If Traffic information Service (TIS) is configured, a **STANDBY**, **OPERATE**, and **TNA MUTE** Softkey will be displayed.
- If a Traffic Advisory System (TAS) is configured, a **STANDBY**, **NORMAL**, **TEST**, and **ALT MODE** Softkey will be displayed.

Traffic Symbol	Description
	Non-Threat Traffic (intruder is beyond 5 nm and greater than 1200' vertical separation)
	Proximity Advisory (PA)(TAS only, not available with TIS) (intruder is within 5 nm and less than 1200' vertical separation)
	Traffic Advisory (TA) (closing rate, distance, and vertical separation meet TA criteria)
	Traffic Advisory Off Scale

Traffic Symbol Description

Traffic Information Service (TIS)

NOTE: *If the G1000 is configured to use an optional Traffic Advisory System (TAS), TIS is not available for use.*

NOTE: *Traffic Information Service (TIS) is only available when the aircraft is within the service volume of a TIS capable terminal radar site.*

Displaying Traffic on the Traffic Map Page

1) Turn the large **FMS** Knob to select the Map Page Group.

2) Turn the small **FMS** Knob to select the Traffic Map Page.

3) Select the **OPERATE** Softkey to begin displaying traffic. 'OPERATING' is displayed in the Traffic Mode field.

4) Select the **STANDBY** Softkey to place the system in the Standby Mode. 'STANDBY' will be displayed in the Traffic Mode field.

5) Rotate the **Joystick** clockwise to display a larger area or rotate counter-clockwise to display a smaller area.

6) Select the **TNA MUTE** Softkey to mute the "Traffic Not Available" aural alert.

Displaying Traffic on the Navigation Map

1) Ensure TIS is operating. With the Navigation Map displayed, select the **MAP** Softkey.

2) Select the **TRAFFIC** Softkey. Traffic will now be displayed on the map.

Traffic Advisory System (TAS) (Optional)

System Self Test

1) Set the range to 2/6 nm.

2) Select the **STANDBY** Softkey.

3) Select the **TEST** Softkey.

4) Self test will take approximately eight seconds to complete. When completed successfully, traffic symbols will be displayed and a voice alert appropriate for the installed system will be heard indicating the test passed (see Annuciations & Alerts section). If the self test fails, the system will revert to Standby Mode and a voice alert appropriate for the installed system will be heard indicating the test failed.

Displaying Traffic on the Traffic Map Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the second rectangular page icon.
3) Select the **NORMAL** Softkey to begin displaying traffic. 'OPERATING' is displayed in the Traffic Mode field.
4) Select the **ALT MODE** Softkey to change the altitude display volume. Select the desired altitude volume by selecting the **BELOW**, **NORMAL**, **ABOVE**, or **UNREST** (unrestricted) Softkey. The selection is displayed in the Altitude Mode field.
5) Select the **STANDBY** Softkey to place the system in the Standby Mode. 'STANDBY' will be displayed in the Traffic Mode field.
6) Rotate the **Joystick** clockwise to display a larger area or rotate counter-clockwise to display a smaller area.

Displaying Traffic on the Navigation Map

1) With the Navigation Map displayed, select the **MAP** Softkey.
2) Select the **TRAFFIC** Softkey. Traffic will now be displayed on the map.

TERRAIN AWARENESS & WARNING SYSTEM (TAWS) DISPLAY

NOTE: *Terrain data is not displayed when the aircraft latitude is greater than 75 degrees north or 60 degrees south.*

NOTE: *TAWS operation is only available when the G1000 is configured for a TAWS-B installation.*

Manual System Test

1) While the TAWS-B Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Test TAWS System'.
3) Press the **ENT** Key. During the test 'TAWS TEST' is displayed in the center of the TAWS-B Page.

   When all is in working order, "TAWS System Test, OK" will be heard.

Display Terrain and Obstacles on the TAWS-B Page

1) Turn the large **FMS** Knob to select the Map Page Group.
2) Turn the small **FMS** Knob to select the TAWS-B Page.
3) If desired, select the **VIEW** Softkey to access the **ARC** and **360** softkeys. When the **ARC** Softkey is selected, a radar-like 120° view is displayed. Select the **360** Softkey to return to the 360° default display.
4) Rotate the **Joystick** clockwise to display a larger area or rotate counter-clockwise to display a smaller area.

Color	Terrain/Obstacle Location
Red	Terrain/Obstacle above or within 100' below current aircraft altitude.
Yellow	Terrain/Obstacle between 100' and 1000' below current aircraft altitude.
Black	Terrain/Obstacle is more than 1000' below aircraft altitude.

Enable/Disable Aviation Data

1) While the TAWS-B Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select "Show (or Hide) Aviation Data".
3) Press the **ENT** Key.

TAWS Inhibit

Inhibit TAWS

While the TAWS-B Page is displayed, select the **INHIBIT** Softkey.

Or:

1) Press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Inhibit TAWS'.
3) Press the **ENT** Key.

Enable TAWS

While the TAWS-B Page is displayed, select the **INHIBIT** Softkey.

Or:

1) While the TAWS-B Page is displayed, press the **MENU** Key.
2) Turn the small **FMS** Knob to select 'Enable TAWS'.
3) Press the **ENT** Key.

NOTE: *If TAWS alerts are inhibited when the Final Approach Fix is the active waypoint in a GPS SBAS approach, a LOW ALT annunciation may appear on the PFD next to the altimeter if the current aircraft altitude is at least 164 feet below the prescribed altitude at the Final Approach Fix.*

ADDITIONAL FEATURES

SYNTHETIC VISION

WARNING: *Use appropriate primary systems for navigation, and for terrain, obstacle, and traffic avoidance. SVS is intended as an aid to situational awareness only and may not provide the accuracy and/or fidelity upon which to solely base decisions and/or plan maneuvers to avoid terrain, obstacles, or traffic.*

WARNING: *Do not use SVS runway depiction as the sole means for determining the proximity of the aircraft to the runway or for maintaining the proper approach path angle during landing.*

Synthetic Vision System (SVS) functionality is offered as an enhancement to the G1000 system.

SVS is primarily comprised of a computer-generated forward-looking, attitude aligned view of the topography immediately in front of the aircraft from the pilot's perspective. SVS information is shown on the primary flight display (PFD).

In addition to SVS enhancement to the PFD, the following features have been added to the PFD:

- Pathways
- Flight Path Marker
- Horizon Heading Marks
- Terrain and Obstacle Alerting
- Three-dimensional Traffic
- Airport Signs
- Runway Display

Displaying SVS Terrain

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) Press the **SYN TERR** Softkey.
4) Press the **BACK** Softkey to return to the previous page.

Displaying Pathways

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) If not already enabled, press the **SYN TERR** Softkey.
4) Press the **PATHWAY** Softkey.
5) Press the **BACK** Softkey to return to the previous page.

Displaying Heading on the Horizon

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) If not already enabled, press the **SYN TERR** Softkey.
4) Press the **HRZN HDG** Softkey.
5) Press the **BACK** Softkey to return to the previous page.

Displaying Airport Signs

1) Press the **PFD** Softkey.
2) Press the **SYN VIS** Softkey.
3) If not already enabled, press the **SYN TERR** Softkey.
4) Press the **APTSIGNS** Softkey.
5) Press the **BACK** Softkey to return to the previous page.

TERMINAL PROCEDURE CHARTS

NOTE: With the availability of SafeTaxi®, ChartView, or FliteCharts®, it may be necessary to carry another source of charts on-board the aircraft.

SafeTaxi®

SafeTaxi® is an enhanced feature that gives greater map detail as the map range is adjusted in on the airport. The airport display on the map reveals runways with numbers, taxiways identifiers, and airport landmarks including ramps, buildings, control towers, and other prominent features. Resolution is greater at lower map ranges. The aircraft symbol provides situational awareness while taxiing.

Selecting the **DCLTR** Softkey cycles through the different declutter levels. **DCLTR** shows all map detail. **DCLTR-1** removes taxiway markings and airport identification labels. **DCLTR-2** removes VOR station ID, the VOR symbol, and intersection names

if within the airport plan view. **DCLTR-3** removes the airport runway layout, unless the airport in view is part of an active flight plan.

The SafeTaxi database contains detailed airport diagrams for selected airports. These diagrams provide the pilot with situational awareness by displaying the aircraft position in relation to taxiways, ramps, runways, terminals, and services. This information should not be used by the pilot as the basis for maneuvering the aircraft on the ground. This database is updated on a 56-day cycle.

ChartView

ChartView resembles the paper version of Jeppesen terminal procedures charts. The charts are displayed in full color with high-resolution. The MFD depiction shows the aircraft position on the moving map in the plan view of most approach charts and on airport diagrams.

The ChartView database is updated on a 14-day cycle. If the ChartView database is not updated within 70 days of the expiration date, ChartView will no longer function.

FliteCharts®

FliteCharts® resemble the paper version of AeroNav Services terminal procedures charts. The charts are displayed with high-resolution and in color for applicable charts. Current aircraft position is not displayed on FliteCharts.

The FliteCharts database contains procedure charts for the United States only. This database is updated on a 28-day cycle. If not updated within 180 days of the expiration date, FliteCharts will no longer function.

View Charts from the Navigation Map Page

1) Select the **SHW CHRT** Softkey when displayed.

   Or:

   Move the map pointer to point to a desired point on the map and select the **SHW CHRT** Softkey.

2) Select the **DP, STAR, APR, WX,** and **NOTAM** softkeys to access charts for departures, arrivals, approaches, weather and NOTAMs Note that NOTAMS are only available with ChartView.

3) Select the **GO BACK** Softkey to return to the previous page.

View Charts from the Active Flight Plan Page

1) While viewing the Active Flight Plan Page, press the **FMS** Knob to activate the cursor.
2) Turn the large **FMS** Knob to select the departure airport, destination airport, departure, arrival, or approach.
3) Select the **SHW CHRT** Softkey. The appropriate chart will be displayed, if available for the item selected.
4) Select the **GO BACK** Softkey to return to the previous page.

Change Day/Night View

1) While viewing a chart press the **MENU** Key to display the Page Menu OPTIONS.
2) Turn the large **FMS** Knob to highlight the 'Chart Setup' Menu Option and press the **ENT** Key.
3) Turn the large **FMS** Knob to move between the 'FULL SCREEN' and 'COLOR SCHEME' Options.
4) Turn the small **FMS** Knob to choose between the 'On' and 'Off' Full Screen Options.
5) Turn the small **FMS** Knob to choose between 'Day', 'Auto', and 'Night' Options.
6) In Auto Mode, turn the large **FMS** Knob to select the percentage field and change percentage with the small **FMS** Knob. The percentage of change is the day/night crossover point based on backlighting intensity.
7) Press the **FMS** Knob when finished to remove the Chart Setup Menu.

AIRPORT DIRECTORY

The AOPA or AC-U-KWIK Airport Directory adds enhanced airport information when viewing airports on the WPT-Airport Information Page.

The Airport Directory databases are revised every 56 days. Check fly.garmin.com for the current database.

View Airport Directory Information

While viewing the WPT-Airport Information Page, if necessary, select the **INFO-1** Softkey to change the softkey label to display **INFO-2**. Airport Directory information is displayed on the right half of the display.

SIRIUSXM SATELLITE RADIO

The XM Radio Page provides information and control of the audio entertainment features of the SiriusXM Satellite Radio.

Selecting the XM Radio Page

1) Turn the large **FMS** Knob to select the Auxiliary Page Group.
2) Turn the small **FMS** Knob to select the displayed AUX - XM Information Page.
3) Select the **RADIO** Softkey to show the XM Radio Page where audio entertainment is controlled.

Active Channel and Channel List

The Active Channel Box on the XM Radio Page displays the currently selected channel. The Channels List Box of the XM Radio Page shows a list of the available channels for the selected category.

Selecting a Category

The Category Box of the XM Radio Page displays the currently selected category of audio.

1) Select the **CATGRY** Softkey on the XM Radio Page.
2) Select the **CAT +** and **CAT -** softkeys to cycle through the categories.

   Or:

   Turn the small **FMS** Knob to display the 'Categories' list. Highlight the desired category with the small **FMS** Knob.
3) Press the **ENT** Key.

Select an Available Channel within the Selected Category

1) While on the XM Radio Page, select the **CHNL** Softkey.
2) Select the **CH +** Softkey to go up through the list in the Channel Box, or move down the list with the **CH –** Softkey.

   Or:

   Press the **FMS** Knob to highlight the channel list and turn the large **FMS** Knob to scroll through the channels.
3) With the desired channel highlighted, press the **ENT** Key.

Entering a Channel Directly

1) While on the XM Radio Page, select the **CHNL** Softkey.
2) Select the **DIR CH** Softkey. The channel number in the Active Channel Box is highlighted.
3) Select the numbered softkeys located on the bottom of the display to directly select the desired channel number.
4) Press the **ENT** Key to activate the selected channel.

Assigning Channel Presets

Up to 15 channels from any category can be assigned a preset number.

1) On the XM Radio Page, with the desired channel active, select the **PRESETS** Softkey to access the first five preset channels (**PS1 - PS5**).
2) Select the **MORE** Softkey to access the next five channels (**PS6 – PS10**), and again to access the last five channels (**PS11 – PS15**). Pressing the **MORE** Softkey repeatedly cycles through the preset channels.
3) Select any one of the (**PS1 - PS15**) softkeys to assign a number to the active channel.
4) Select the **SET** Softkey on the desired channel number to save the channel as a preset.

Adjusting Volume

1) With the XM Radio Page displayed, press the **VOL** Softkey.
2) Press the **VOL –** Softkey to reduce volume or press the **VOL +** Softkey to increase volume. (Once the **VOL** Softkey is pressed, the volume can also be adjusted using the small **FMS** Knob.)
3) Press the **MUTE** Softkey to mute the audio. Press the **MUTE** Softkey again to unmute the audio.

Radio volume may also be adjusted at each passenger station.

ELECTRONIC STABILITY & PROTECTION (ESP™)

NOTE: *Refer to the Airplane Flight Manual to determine approval of ESP functionality.*

The optional Garmin Electronic Stability and Protection (ESP™) system is available only when the GFC 700 AFCS is installed. ESP engages when the aircraft exceeds one or more conditions (pitch, roll, Vmo and/or Mmo) beyond the normal flight parameters. Enhanced stability for each condition is provided by applying a force to the appropriate control surface to return the aircraft to the desired flight envelope. This is perceived by the pilot as resistance to control movement in the undesired direction when the aircraft approaches a steep attitude or high airspeed.

As the aircraft deviates further from the desired attitude or airspeed continues to increase, the force increases (up to an established maximum) to encourage control movement in the direction necessary to return to the desired attitude and/or airspeed range. Except in the case of high airspeed, when maximum force is reached, force remains constant up to the maximum engagement limit. Above the maximum engagement limit, forces are no longer applied. There is no maximum engagement related to a high airspeed condition.

When ESP has been engaged for more than ten seconds (cumulative; not necessarily consecutive seconds) of a 20-second interval, the autopilot is automatically engaged with the flight director in Level Mode in the pitch and roll axis, bringing the aircraft into level flight. An aural "Engaging Autopilot" alert is played and the flight director mode annunciation will indicate 'LVL' for vertical and lateral modes.

The pilot can interrupt ESP by pressing and holding either the Control Wheel Steering (**CWS**) or Autopilot Disconnect (**AP/YD DISC TRIM INTRPT**) switch. Upon releasing the **CWS** or **AP/YD DISC TRIM INTRPT** switch, ESP force will again be applied, provided aircraft attitude and/or airspeed are within their respective engagement limits. ESP can also be overridden by overpowering the servo's mechanical torque limit.

ESP can be enabled or disabled on the AUX-SYSTEM SETUP 2 Page on the MFD.

To enable or disable ESP:

1) Turn the large **FMS** Knob to select the AUX Page Group.
2) Turn the small **FMS** Knob to select the System Setup Page.
3) If necessary, select the **SETUP 2** Softkey to display the AUX-SYSTEM SETUP 2 Page. If the AUX-SYSTEM SETUP 2 is already displayed, proceed to step 4.
4) Press the **FMS** Knob to activate the cursor.

5) Turn the large **FMS** Knob to place the cursor in the STABILITY & PROTECTION field.

6) Turn the small **FMS** Knob to select 'ENABLE' or 'DISABLE'.

7) Press the **FMS** Knob to remove the cursor.

Roll Engagement

Roll Limit Indicators are displayed on the roll scale at 45° right and left, indicating where ESP will engage. As roll attitude exceeds 45°, ESP will engage and the on-side Roll Limit Indicator will move to 30°. The Roll Limit Indicator is now showing where ESP will disengage as roll attitude decreases to within the desirable roll attitude range.

Once engaged, ESP force will be applied between 30° and 75°. The force increases as roll attitude increases and decreases as roll attitude decreases. The applied force is intended to encourage pilot input that returns the airplane to a more normal roll attitude. As roll attitude decreases, ESP will disengage at 30°.

ESP is automatically disengaged if the aircraft reaches the autopilot roll engagement attitude limit of 75°.

Pitch Engagement

ESP™ engages at 17° nose-up and 15° nose-down. Once ESP™ is engaged, it will apply increasing opposing force between 17° and 20° nose-up and between 15° and 18° nose-down. Maximum opposing force is applied between 20° and 50° nose-up and between 18° and 50° nose-down. ESP™ disengages when 50° is exceeded in a nose-up or nose-down attitude.

With ESP™ engaged, and the aircraft in a nose-up condition, opposing force steadily decreases from 20° nose-up to 15° nose-up as aircraft pitch moves toward zero degrees. ESP™ disengages at 15° nose-up. With ESP™ engaged, and the aircraft in a nose-down condition, opposing force steadily decreases from 18° nose-down to 13° nose-down as aircraft pitch moves toward zero degrees. ESP™ disengages at 13° nose-down.

The opposing force increases or decreases depending on the pitch angle and the direction of pitch travel. This force is intended to encourage movement in the pitch axis in the direction of the normal pitch attitude range for the aircraft.

There are no indications marking the pitch ESP™ engage and disengage limits in these nose-up/nose-down conditions.

High Airspeed Protection

Exceeding Vmo or Mmo will result in ESP applying force to raise the nose of the aircraft. When the high airspeed condition is remedied, ESP force is no longer applied.

ELECTRONIC CHECKLISTS

The system accesses the checklists from an SD card inserted into the card slot. If the SD card contains an invalid checklist file or no checklist, the Power-up Page messages display 'Checklist File: Invalid' or 'Checklist File: N/A' (not available) and the **CHKLIST** Softkey is not available.

The following colors are used for checklist items:

- Light Blue - Items not selected or checked
- White - Item is selected
- Green - Item has been checked
- Gray - General notes
- Yellow - Caution notes
- Red - Warning notes

Accessing and Navigating Checklists

1) From any page on the MFD, select the **CHKLIST** Softkey or turn the large **FMS** Knob to select the Checklist Page.

2) Turn the large **FMS** Knob to select the 'GROUP' field.

3) Turn the small **FMS** Knob to select the desired procedure and press the **ENT** Key.

4) Turn the large **FMS** Knob to select the 'CHECKLIST' field.

5) Turn the small **FMS** Knob to select the desired checklist and press the **ENT** Key. The selected checklist item is indicated with white text surrounded by a white box.

6) Press the **ENT** Key or select the **CHECK** Softkey to check the selected checklist item. The line item turns green and a checkmark is placed in the associated box. The next line item is automatically selected for checking.

Either **FMS** Knob can be used to scroll through the checklist and select the desired checklist item.

Press the **CLR** Key or select the **UNCHECK** Softkey to remove a check mark from an item.

7) When all checklist items have been checked, '*Checklist Finished*' is displayed in green text at the bottom left of the checklist window and 'GO TO NEXT CHECKLIST?' is highlighted. If 'GO TO NEXT CHECKLIST?' is selected prior to checking all the checklist items, '*CHECKLIST NOT FINISHED*' will be displayed in yellow text.

8) Press the **ENT** Key. If 'GO TO NEXT CHECKLIST?' is displayed when pressing the **ENT** Key, the next checklist in the group will be displayed. If 'EXIT CHECKLISTS?' is displayed when pressing the **ENT** Key, the system will exit the Checklist Page.

9) Select the **EXIT** Softkey to exit the Checklist Page and return to the page last viewed. When returning to the Checklist Page after selecting the **EXIT** Softkey, the system will return to the last select checklist item.

Immediately Accessing Emergency Procedures

1) From any page on the MFD, select the **CHKLIST** Softkey or turn the large **FMS** Knob to select the Checklist Page.

2) Select the **EMERGCY** Softkey.

3) Turn the **FMS** Knob to select the desired emergency checklist and press the **ENT** Key.

4) Press the **ENT** Key or select the **CHECK** Softkey to check the selected emergency checklist item. The line item turns green and a checkmark is placed in the box next to it. The next line item is automatically highlighted for checking.

   Either **FMS** Knob can be used to scroll through the checklist and select the desired checklist item.

   Press the **CLR** Key or select the **UNCHECK** Softkey to remove a check mark from an item.

5) When all checklist items have been checked, '*Checklist Finished*' is displayed in green text at the bottom left of the checklist window and 'GO TO NEXT CHECKLIST?' is highlighted. If 'GO TO NEXT CHECKLIST?' is selected prior to checking all the checklist items, '*CHECKLIST NOT FINISHED*' will be displayed in yellow text.

6) Press the **ENT** Key to advance to the next checklist.

7) Select the **RETURN** Softkey to return to the previous checklist.

8) Select the **EXIT** Softkey to exit the Checklist Page and return to the page last viewed.

ANNUNCIATIONS & ALERTS

G1000 SYSTEM ANNUNCIATIONS

When an LRU or an LRU function fails, a large red "X" is typically displayed on windows associated with the failed data. Refer to the AFM for additional information regarding pilot responses to these annunciations

System Annunciation	Comment
	Attitude and Heading Reference System is aligning.
	Display system is not receiving attitude information from the AHRS.
	GPS information is either not present or is invalid for navigation use. Note that AHRS utilizes GPS inputs during normal operation. AHRS operation may be degraded if GPS signals are not present (see AFM).
	Display system is not receiving valid heading input from AHRS.
	Display system is not receiving valid transponder information.

G1000 SYSTEM ANNUNCIATIONS (CONT.)

System Annunciation	Comment
	Display system is not receiving airspeed input from air data computer.
	Display system is not receiving altitude input from the air data computer.
	Display system is not receiving vertical speed input from the air data computer.
Other Various Red X Indications	A red 'X' through any other display field (such as engine instrumentation display) indicates that the field is not receiving valid data.

ADVISORY ANNUNCIATIONS

Annunciation Window Text	Alerts Window Text
AVN FAN 1 FAIL	Avionics cooling fan #1 is inoperative.
AVN FAN 2 FAIL	Avionics cooling fan #2 is inoperative.
PFD 1 FAN FAIL	PFD #1 cooling fan is inoperative.
PFD 2 FAN FAIL	PFD #2 cooling fan is inoperative.
MFD FAN FAIL	MFD cooling fan is inoperative..

MESSAGE ADVISORY ALERTS

Alerts Window Message
ESP DEGRADE – ESP IAS mode is inoperative.*
ESP FAIL – ESP is inoperative.*
ESP OFF – ESP selected off.*
ESP CONFIG – ESP config error. Config service req'd.*

* Available with ESP™ option only

COMPARATOR ANNUNCIATIONS

Comparator Window Text	Condition
ALT MISCOMP	Difference in altitude sensors is ≥ 200 ft.
IAS MISCOMP	If both airspeed sensors detect < 35 knots, this is inhibited.
	If either airspeed sensor detects ≥ 35 knots, and the difference in sensors is > 10 kts.
	If either airspeed sensor detects ≥ 80 knots, and the difference in sensors is > 7 kts.
HDG MISCOMP	Difference in heading sensors is > 6 degrees.
PIT MISCOMP	Difference in pitch sensors is > 5 degrees.
ROL MISCOMP	Difference in roll sensors is > 6 degrees.
ALT NO COMP	No data from one or both altitude sensors.
IAS NO COMP	No data from one or both airspeed sensors.
HDG NO COMP	No data from one or both heading sensors.
PIT NO COMP	No data from one or both pitch sensors.
ROL NO COMP	No data from one or both roll sensors..

REVERSIONARY SENSOR ANNUNCIATIONS

Reversionary Sensor Window Text	Condition
BOTH ON ADC1	Both PFDs are displaying data from the number one Air Data Computer.
BOTH ON ADC2	Both PFDs are displaying data from the number two Air Data Computer.
BOTH ON AHRS1	Both PFDs are displaying data from the number one Attitude & Heading Reference System.
BOTH ON AHRS2	Both PFDs are displaying data from the number two Attitude & Heading Reference System.
BOTH ON GPS1	Both PFDs are displaying data from the number one GPS receiver.
BOTH ON GPS2	Both PFDs are displaying data from the number two GPS receiver.
USING ADC1	PFD2 is displaying data from the #1 Air Data Computer.
USING ADC2	PFD1 is displaying data from the #2 Air Data Computer.
USING AHRS1	PFD2 is displaying data from the #1 AHRS.
USING AHRS2	PFD1 is displaying data from the #2 AHRS.
USING GPS1	PFD2 is displaying data from the #1 GPS.
USING GPS2	PFD1 is displaying data from the #2 GPS.

AFCS ALERTS

Condition	Annunciation	Description
Pitch Failure	PTCH	Pitch axis control failure.
Roll Failure	ROLL	Roll axis control failure.
Pitch Trim Axis Control Failure	PTRM	If annunciated when AP is engaged, a failure has occurred in the pitch trim system.
Yaw Damper Failure	YAW	YD control failure.
System Failure	AFCS	AP and MET are unavailable. FD may still be available.
Elevator Mistrim Up	↑ELE	A condition has developed causing the pitch servo to provide a sustained force in the nose up direction.
Elevator Mistrim Down	↓ELE	A condition has developed causing the pitch servo to provide a sustained force in the nose down direction.

Condition	Annunciation	Description
Aileron Mistrim Left	←AIL	A condition has developed causing the roll servo to provide a sustained left force.
Aileron Mistrim Right	AIL→	A condition has developed causing the roll servo to provide a sustained right force.
Rudder Mistrim Left	←RUD	A condition has developed causing the yaw servo to provide a sustained force.
Rudder Mistrim Right	RUD→	A condition has developed causing the yaw servo to provide a sustained force.
Preflight Test	PFT	Performing preflight system test. Upon completion of the test, the aural alert will be heard.
	PFT	Preflight system test has failed.

TAWS ALERTS

Alert Type	PFD/MFD TAWS-B Page Annunciation	MFD Pop-Up Alert	Aural Message
Excessive Descent Rate Warning (EDR)	PULL UP	PULL-UP	"Pull Up"
Reduced Required Terrain Clearance Warning (RTC)	PULL UP	TERRAIN - PULL-UP or TERRAIN AHEAD - PULL-UP	"Terrain, Terrain; Pull Up, Pull Up" or "Terrain Ahead, Pull Up; Terrain Ahead, Pull Up"
Imminent Terrain Impact Warning (ITI)	PULL UP	TERRAIN AHEAD - PULL-UP or TERRAIN - PULL-UP	Terrain Ahead, Pull Up; Terrain Ahead, Pull Up" or "Terrain, Terrain; Pull Up, Pull Up"
Reduced Required Obstacle Clearance Warning (ROC)	PULL UP	OBSTACLE - PULL-UP or OBSTACLE AHEAD - PULL-UP	"Obstacle, Obstacle; Pull Up, Pull Up" or "Obstacle Ahead, Pull Up; Obstacle Ahead, Pull Up"

Alert Type	PFD/MFD TAWS-B Page Annunciation	MFD Pop-Up Alert	Aural Message
Imminent Obstacle Impact Warning (IOI)	PULL UP	OBSTACLE AHEAD - PULL-UP or OBSTACLE - PULL-UP	"Obstacle Ahead, Pull Up; Obstacle Ahead, Pull Up" or "Obstacle, Obstacle; Pull Up, Pull Up"
Reduced Required Terrain Clearance Caution (RTC)	TERRAIN	CAUTION - TERRAIN or TERRAIN AHEAD	"Caution, Terrain; Caution, Terrain" or "Terrain Ahead; Terrain Ahead"
Imminent Terrain Impact Caution (ITI)	TERRAIN	TERRAIN AHEAD or CAUTION - TERRAIN	"Terrain Ahead; Terrain Ahead" or "Caution, Terrain; Caution, Terrain"
Reduced Required Obstacle Clearance Caution (ROC)	TERRAIN	CAUTION - OBSTACLE or OBSTACLE AHEAD	"Caution, Obstacle; Caution, Obstacle" or "Obstacle Ahead; Obstacle Ahead"
Imminent Obstacle Impact Caution (IOI)	TERRAIN	OBSTACLE AHEAD or CAUTION - OBSTACLE	"Obstacle Ahead; Obstacle Ahead" or "Caution, Obstacle; Caution, Obstacle"
Premature Descent Alert Caution (PDA)	TERRAIN	TOO LOW - TERRAIN	"Too Low, Terrain"
Altitude Callout "500"	None	None	"Five-Hundred"
Excessive Descent Rate Caution (EDR)	TERRAIN	SINK RATE	"Sink Rate"
Negative Climb Rate Caution (NCR)	TERRAIN	DON'T SINK or TOO LOW - TERRAIN	"Don't Sink" or "Too Low, Terrain"

TAWS System Status Annunciations

Alert Type	PFD/MFD TAWS-B Page Annunciation	MFD Pop-Up Alert	Aural Message
TAWS System Test Fail	TAWS FAIL	None	"TAWS System Failure"
TAWS Alerting is disabled	TAWS INH	None	None
No GPS position or excessively degraded GPS signal	TAWS N/A	None	"TAWS Not Available" "TAWS Available" will be heard when sufficient GPS signal is received.
System Test in progress	TAWS TEST	None	None
System Test pass	None	None	Chime

AURAL ALERTS

Aural Alert	Description
"Minimums"	The aircraft has descended below the preset minimum descent altitude or decision altitude.
"Vertical track"	The aircraft is one minute from Top of Descent. Issued only when vertical navigation is enabled.
"Traffic"	Played when a Traffic Advisory (TA) is issued with the TIS system.
"Traffic Not Available"	The aircraft is outside the Traffic Information Service (TIS) coverage area.
"Traffic, Traffic"	Played when first Traffic Advisory (TA) is issued with an optional TAS system. "Traffic" for each subsequent TA.
"Traffic Advisory System Test Passed"	Played when the optional KTA 870 or Skywatch HP TAS system passes a pilot-initiated self test.
"Traffic Advisory System Test Failed"	Played when the optional KTA 870 or Skywatch HP TAS system fails a pilot-initiated self test.
"Skywatch System Test Passed"	Played when the optional SKY497 TAS system passes a pilot-initiated self test (optional).
"Skywatch System Test Failed"	Played when the optional SKY497 TAS system fails a pilot-initiated self test (optional).

FLIGHT PLAN IMPORT/EXPORT MESSAGES

In some circumstances, some messages may appear in conjunction with others.

Flight Plan Import/ Export Results	Description
'Flight plan successfully imported.'	A flight plan file stored on the SD card was successfully imported as a stored flight plan.
'File contained user waypoints only. User waypoints imported successfully. No stored flight plan data was modified.'	The file stored on the SD card did not contain a flight plan, only user waypoints. These waypoints have been saved to the system user waypoints. No flight plans stored in the system have been modified.
'No flight plan files found to import.'	The SD card contains no flight plan data.
'Flight plan import failed.'	Flight plan data was not successfully imported from the SD card.
'Flight plan partially imported.'	Some flight plan waypoints were successfully imported from the SD card, however others had errors and were not imported. A partial stored flight plan now exists in the system.
'File contained user waypoints only.'	The file stored on the SD card did not contain a flight plan, only user waypoints. One or more of these waypoints did not import successfully.
'Too many points. Flight plan truncated.'	The flight plan on the SD card contains more waypoints than the system can support. The flight plan was imported with as many waypoints as possible.
'Some waypoints not loaded. Waypoints locked.'	The flight plan on the SD card contains one or more waypoints that the system cannot find in the navigation database. The flight plan has been imported, but must be edited within the system before it can be activated for use.
'User waypoint database full. Not all loaded.'	The flight plan file on the SD card contains user waypoints. The quantity of stored user waypoints has exceeded system capacity, therefore not all the user waypoints on the SD card have been imported. Any flight plan user waypoints that were not imported are locked in the flight plan. The flight plan must be edited within the system before it can be activated for use.
'One or more user waypoints renamed.'	One or more imported user waypoints were renamed when imported due to naming conflicts with waypoints already existing in the system.
'Flight plan successfully exported.'	The stored flight plan was successfully exported to the SD card.
'Flight plan export failed.'	The stored flight plan was not successfully exported to the SD card. The SD card may not have sufficient available memory or the card may have been removed prematurely.

MFD & PFD MESSAGE ADVISORIES

Message	Comments
DATA LOST – Pilot stored data was lost. Recheck settings.	The pilot profile data was lost. System reverts to default pilot profile and settings. The pilot may reconfigure the MFD & PFDs with preferred settings, if desired.
XTALK ERROR – A flight display crosstalk error has occurred.	The MFD and PFDs are not communicating with each other. The system should be serviced.
PFD1 SERVICE – PFD1 needs service. Return unit for repair.	The PFD and/or MFD self-test has detected a problem. The system should be serviced.
PFD2 SERVICE – PFD2 needs service. Return unit for repair.	
MFD1 SERVICE – MFD1 needs service. Return unit for repair.	
MANIFEST – PFD1 software mismatch, communication halted.	The PFD and/or MFD has incorrect software installed. The system should be serviced.
MANIFEST – PFD2 software mismatch, communication halted.	
MANIFEST – MFD1 software mismatch, communication halted.	
PFD1 CONFIG – PFD1 config error. Config service req'd.	The PFD configuration settings do not match backup configuration memory. The system should be serviced.
PFD2 CONFIG – PFD2 config error. Config service req'd.	
MFD1 CONFIG – MFD1 config error. Config service req'd.	The MFD configuration settings do not match backup configuration memory. The system should be serviced.
SW MISMATCH – GDU software version mismatch. Xtalk is off.	The MFD and PFDs have different software versions installed. The system should be serviced.

MFD & PFD MESSAGE ADVISORIES (CONT.)

Message	Comments
PFD1 COOLING – PFD1 has poor cooling. Reducing power usage.	The PFD and/or MFD is overheating and is reducing power consumption by dimming the display. If problem persists, the system should be serviced.
PFD2 COOLING – PFD2 has poor cooling. Reducing power usage.	
MFD1 COOLING – MFD1 has poor cooling. Reducing power usage.	
PFD1 KEYSTK – PFD1 [key name] Key is stuck.	A key is stuck on the PFD and/or MFD bezel. Attempt to free the stuck key by pressing it several times. The system should be serviced if the problem persists.
PFD2 KEYSTK – PFD2 [key name] Key is stuck.	
MFD1 KEYSTK – MFD [key name] Key is stuck.	
CNFG MODULE – PFD1 configuration module is inoperative.	The PFD1 configuration module backup memory has failed. The system should be serviced.
PFD1 VOLTAGE – PFD1 has low voltage. Reducing power usage	The PFD1 voltage is low. The system should be serviced.
PFD2 VOLTAGE – PFD2 has low voltage. Reducing power usage	The PFD2 voltage is low. The system should be serviced.
MFD1 VOLTAGE – MFD1 has low voltage. Reducing power usage	The MFD voltage is low. The system should be serviced.

DATABASE MESSAGE ADVISORIES

Message	Comments
MFD1 DB ERR – MFD1 aviation database error exists.	The MFD and/or PFD detected a failure in the aviation database. Attempt to reload the aviation database. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 aviation database error exists.	
PFD2 DB ERR – PFD2 aviation database error exists.	

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
MFD1 DB ERR – MFD1 basemap database error exists.	The MFD and/or PFD detected a failure in the basemap database.
PFD1 DB ERR – PFD1 basemap database error exists.	
PFD2 DB ERR – PFD2 basemap database error exists.	
MFD1 DB ERR – MFD1 terrain database error exists.	The MFD and/or PFD detected a failure in the terrain database. Ensure that the terrain card is properly inserted in display. Replace terrain card. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 terrain database error exists.	
PFD2 DB ERR – PFD2 terrain database error exists.	
MFD1 DB ERR – MFD1 terrain database missing.	The terrain database is present on another LRU, but is missing on the specified LRU.
PFD1 DB ERR – PFD1 terrain database missing.	
PFD2 DB ERR – PFD2 terrain database missing.	
MFD1 DB ERR – MFD1 obstacle database error exists.	The MFD and/or PFD detected a failure in the obstacle database. Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 obstacle database error exists.	
PFD2 DB ERR – PFD2 obstacle database error exists.	
MFD1 DB ERR – MFD1 obstacle database missing.	The obstacle database is present on another LRU, but is missing on the specified LRU.
PFD1 DB ERR – PFD1 obstacle database missing.	
PFD2 DB ERR – PFD2 obstacle database missing.	

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
MFD1 DB ERR – MFD1 airport terrain database error exists.	The MFD and/or PFD detected a failure in the airport terrain database. Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 airport terrain database error exists.	
PFD2 DB ERR – PFD2 airport terrain database error exists.	
MFD1 DB ERR – MFD1 airport terrain database missing.	The airport terrain database is present on another LRU, but is missing on the specified LRU.
PFD1 DB ERR – PFD1 airport terrain database missing.	
PFD2 DB ERR – PFD2 airport terrain database missing.	
MFD1 DB ERR – MFD1 Safe Taxi database error exists.	The MFD and/or PFD detected a failure in the Safe Taxi database. Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 Safe Taxi database error exists.	
PFD2 DB ERR – PFD2 Safe Taxi database error exists.	
MFD1 DB ERR – MFD1 Chartview database error exists.	The MFD and/or PFDs detected a failure in the ChartView database (optional feature). Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be serviced.
MFD1 DB ERR – MFD1 FliteCharts database error exists.	The MFD and/or PFDs detected a failure in the FliteCharts database (optional feature). Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be serviced.
MFD1 DB ERR – MFD1 Airport Directory database error exists.	The MFD detected a failure in the Airport Directory database. Ensure that the data card is properly inserted. Replace data card. If problem persists, the system should be services.

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
MFD1 DB ERR – MFD1 multiple database error exists.	The MFD and/or PFD detected a failure in more than one database. If problem persists, the system should be serviced.
PFD1 DB ERR – PFD1 multiple database error exists.	
PFD2 DB ERR – PFD2 multiple database error exists.	
DB MISMATCH – Navigation database mismatch. Xtalk is off.	The PFDs and MFD have different navigation database versions or regions installed. Crossfill is off. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
DB MISMATCH – Standby Navigation database mismatch.	The PFDs and MFD have different standby navigation database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
DB MISMATCH – Terrain database mismatch.	The PFDs and MFD have different terrain database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.

DATABASE MESSAGE ADVISORIES (CONT.)

Message	Comments
DB MISMATCH – Obstacle database mismatch.	The PFDs and MFD have different obstacle database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
DB MISMATCH – Airport Terrain database mismatch.	The PFDs and MFD have different airport terrain database versions or regions installed. Check the AUX-SYSTEM STATUS Page to determine versions or regions. Also, check the AUX-SYSTEM STATUS Page for a database synchronization function not completed. After synchronization is complete, power must be turned off, then on.
NAV DB UPDATED – Active navigation database updated.	System has updated the active navigation database from the standby navigation database.
TERRAIN DSP – [PFD1, PFD2 or MFD1] Terrain awareness display unavailable.	One of the terrain, airport terrain, or obstacle databases required for TAWS in the specified PFD or MFD is missing or invalid.

GMA 1347D MESSAGE ADVISORIES

Message	Comments
GMA1 FAIL – GMA1 is inoperative.	The audio panel self-test has detected a failure. The audio panel is unavailable. The system should be serviced.
GMA2 FAIL – GMA2 is inoperative.	
GMA XTALK – GMA crosstalk error has occurred.	An error has occurred in transferring data between the two GMAs. The system should be serviced.
GMA1 CONFIG – GMA1 config error. Config service req'd.	The audio panel configuration settings do not match backup configuration memory. The system should be serviced.
GMA2 CONFIG – GMA2 config error. Config service req'd.	

GMA 1347D MESSAGE ADVISORIES (CONT.)

Message	Comments
MANIFEST – GMA1 software mismatch, communication halted.	The audio panel has incorrect software installed. The system should be serviced.
MANIFEST – GMA2 software mismatch, communication halted.	
GMA1 SERVICE – GMA1 needs service. Return unit for repair.	The audio panel self-test has detected a problem in the unit. Certain audio functions may still be available, and the audio panel may still be usable. The system should be serviced when possible.
GMA2 SERVICE – GMA2 needs service. Return unit for repair.	

GIA 63W MESSAGE ADVISORIES

Message	Comments
GIA1 CONFIG – GIA1 config error. Config service req'd.	The GIA1 and/or GIA2 configuration settings do not match backup configuration memory. The system should be serviced.
GIA2 CONFIG – GIA2 config error. Config service req'd.	
GIA1 CONFIG – GIA1 audio config error. Config service req'd.	The GIA1 and/or GIA2 have an error in the audio configuration. The system should be serviced.
GIA2 CONFIG – GIA2 audio config error. Config service req'd.	
GIA1 COOLING – GIA1 temperature too low.	The GIA1 and/or GIA2 temperature is too low to operate correctly. Allow units to warm up to operating temperature.
GIA2 COOLING – GIA2 temperature too low.	
GIA1 COOLING – GIA1 over temperature.	The GIA1 and/or GIA2 temperature is too high. If problem persists, the system should be serviced.
GIA2 COOLING – GIA2 over temperature.	
GIA1 SERVICE – GIA1 needs service. Return the unit for repair.	The GIA1 and/or GIA2 self-test has detected a problem in the unit. The system should be serviced.
GIA2 SERVICE – GIA2 needs service. Return the unit for repair.	

GIA 63W MESSAGE ADVISORIES (CONT.)

Message	Comments
HW MISMATCH – GIA hardware mismatch. GIA1 communication halted.	A GIA mismatch has been detected, where only one is SBAS capable.
HW MISMATCH – GIA hardware mismatch. GIA2 communication halted.	
MANIFEST – GIA1 software mismatch, communication halted.	The GIA1 and/or GIA 2 has incorrect software installed. The system should be serviced.
MANIFEST – GIA2 software mismatch, communication halted.	
MANIFEST – GFC software mismatch, communication halted.	Incorrect servo software is installed, or gain settings are incorrect.
MANIFEST – COM1 software mismatch, communication halted.	COM1 and/or COM2 software mismatch. The system should be serviced.
MANIFEST – COM2 software mismatch, communication halted.	
COM1 TEMP – COM1 over temp. Reducing transmitter power.	The system has detected an over temperature condition in COM1 and/or COM2. The transmitter is operating at reduced power. If the problem persists, the system should be serviced.
COM2 TEMP – COM2 over temp. Reducing transmitter power.	
COM1 SERVICE – COM1 needs service. Return unit for repair.	The system has detected a failure in COM1 and/or COM2. COM1 and/or COM2 may still be usable. The system should be serviced when possible.
COM2 SERVICE – COM2 needs service. Return unit for repair.	
COM1 PTT – COM1 push-to-talk key is stuck.	The COM1 and/or COM2 external push-to-talk switch is stuck in the enable (or "pressed") position. Press the PTT switch again to cycle its operation. If the problem persists, the system should be serviced.
COM2 PTT – COM2 push-to-talk key is stuck.	
LOI – GPS integrity lost. Crosscheck with other NAVS.	GPS integrity is insufficient for the current phase of flight.

GIA 63W MESSAGE ADVISORIES (CONT.)

Message	Comments
COM1 RMT XFR – COM1 remote transfer key is stuck.	The COM1 and/or COM2 transfer switch is stuck in the enabled (or "pressed") position. Press the transfer switch again to cycle its operation. If the problem persists, the system should be serviced.
COM2 RMT XFR – COM2 remote transfer key is stuck.	
COM1 CONFIG – COM1 config error. Config services req'd	COM1 and/or COM2 configuration settings do not match backup configuration memory. The system should be serviced.
COM2 CONFIG – COM2 config error. Config services req'd	
GPS NAV LOST – Loss of GPS navigation. Insufficient satellites.	Loss of GPS navigation due to insufficient satellites.
GPS NAV LOST – Loss of GPS navigation. Position error.	Loss of GPS navigation due to position error.
GPS NAV LOST – Loss of GPS navigation. GPS fail.	Loss of GPS navigation due to GPS failure.
ABORT APR – Loss of GPS navigation. Abort approach.	Abort approach due to loss of GPS navigation.
APR DWNGRADE – Approach downgraded.	Vertical guidance generated by SBAS is unavailable, use LNAV only minimums.
TRUE APR – True north approach. Change HDG reference to TRUE.	Displayed after passing the first waypoint of a true north approach when the nav angle is set to 'AUTO'.
GPS1 SERVICE – GPS1 needs service. Return unit for repair.	A failure has been detected in the GPS1 and/or GPS2 receiver. The receiver may still be available. The system should be serviced.
GPS2 SERVICE – GPS2 needs service. Return unit for repair.	
NAV1 SERVICE – NAV1 needs service. Return unit for repair.	A failure has been detected in the NAV1 and/or NAV2 receiver. The receiver may still be available. The system should be serviced.
NAV2 SERVICE – NAV2 needs service. Return unit for repair.	

GIA 63W MESSAGE ADVISORIES (CONT.)

Message	Comments
MANIFEST – NAV1 software mismatch, communication halted.	NAV1 and/or NAV2 software mismatch. The system should be serviced.
MANIFEST – NAV2 software mismatch, communication halted.	
NAV1 RMT XFR – NAV1 remote transfer key is stuck.	The remote NAV1 and/or NAV2 transfer switch is stuck in the enabled (or "pressed") state. Press the transfer switch again to cycle its operation. If the problem persists, the system should be serviced.
NAV2 RMT XFR – NAV2 remote transfer key is stuck.	
G/S1 FAIL – G/S1 is inoperative.	A failure has been detected in glideslope receiver 1 and/or receiver 2. The system should be serviced.
G/S2 FAIL – G/S2 is inoperative.	
G/S1 SERVICE – G/S1 needs service. Return unit for repair.	A failure has been detected in glideslope receiver 1 and/or receiver 2. The receiver may still be available. The system should be serviced when possible.
G/S2 SERVICE – G/S2 needs service. Return unit for repair.	

GEA 71 MESSAGE ADVISORIES

Message	Comments
GEA1 CONFIG – GEA1 config error. Config service req'd.	The GEA1 configuration settings do not match those of backup configuration memory. The system should be serviced.
GEA2 CONFIG – GEA2 config error. Config service req'd.	The GEA2 configuration settings do not match those of backup configuration memory. The system should be serviced.
MANIFEST – GEA1 software mismatch, communication halted.	The #1 GEA 71 has incorrect software installed. The system should be serviced.
MANIFEST – GEA2 software mismatch, communication halted.	The #2 GEA 71 has incorrect software installed. The system should be serviced.

GTX 33 MESSAGE ADVISORIES

Message	Comments
XPDR1 CONFIG – XPDR1 config error. Config service req'd.	The transponder configuration settings do not match those of backup configuration memory. The system should be serviced.
XPDR2 CONFIG – XPDR2 config error. Config service req'd.	The transponder configuration settings do not match those of backup configuration memory. The system should be serviced.
MANIFEST – GTX1 software mismatch, communication halted.	The transponder has incorrect software installed. The system should be serviced.
MANIFEST – GTX2 software mismatch, communication halted.	The transponder has incorrect software installed. The system should be serviced.
XPDR1 SRVC – XPDR1 needs service. Return unit for repair.	The #1 transponder should be serviced when possible.
XPDR2 SRVC – XPDR2 needs service. Return unit for repair.	The #2 transponder should be serviced when possible.
XPDR1 FAIL – XPDR1 is inoperative.	There is no communication with the #1 transponder.
XPDR2 FAIL – XPDR2 is inoperative.	There is no communication with the #2 transponder.

GRS 77 MESSAGE ADVISORIES

Message	Comments
AHRS1 TAS – AHRS1 not receiving valid airspeed.	The #1 AHRS is not receiving true airspeed from the air data computer. The AHRS relies on GPS information to augment the lack of airspeed. The system should be serviced.
AHRS2 TAS – AHRS2 not receiving valid airspeed.	The #2 AHRS is not receiving true airspeed from the air data computer. The AHRS relies on GPS information to augment the lack of airspeed. The system should be serviced.
AHRS1 GPS – AHRS1 using backup GPS source.	The #1 AHRS is using the backup GPS path. Primary GPS path has failed. The system should be serviced when possible.
AHRS2 GPS – AHRS2 using backup GPS source.	The #2 AHRS is using the backup GPS path. Primary GPS path has failed. The system should be serviced when possible.
AHRS1 GPS – AHRS1 not receiving any GPS information.	The #1 AHRS is not receiving any or any useful GPS information. Check AFMS limitations. The system should be serviced.
AHRS2 GPS – AHRS2 not receiving any GPS information.	The #2 AHRS is not receiving any or any useful GPS information. Check AFMS limitations. The system should be serviced.
AHRS1 GPS – AHRS1 not receiving backup GPS information.	The #1 AHRS is not receiving backup GPS information. The system should be serviced.
AHRS2 GPS – AHRS2 not receiving backup GPS information.	The #2 AHRS is not receiving backup GPS information. The system should be serviced.
AHRS1 GPS – AHRS1 operating exclusively in no-GPS mode.	The #1 AHRS is operating exclusively in no-GPS mode. The system should be serviced.
AHRS2 GPS – AHRS2 operating exclusively in no-GPS mode.	The #2 AHRS is operating exclusively in no-GPS mode. The system should be serviced.

GRS 77 MESSAGE ADVISORIES (CONT.)

Message	Comments
AHRS MAG DB – AHRS magnetic model database version mismatch.	The #1 AHRS and #2 AHRS magnetic model database versions do not match.
AHRS1 SRVC – AHRS1 Magnetic-field model needs update.	The #1 AHRS earth magnetic field model is out of date. Update magnetic field model when practical.
AHRS2 SRVC – AHRS2 Magnetic-field model needs update.	The #2 AHRS earth magnetic field model is out of date. Update magnetic field model when practical.
GEO LIMITS – AHRS1 too far North/South, no magnetic compass.	The aircraft is outside geographical limits for approved AHRS operation. Heading is flagged as invalid.
GEO LIMITS – AHRS2 too far North/South, no magnetic compass.	
MANIFEST – GRS1 software mismatch, communication halted.	The #1 AHRS has incorrect software installed. The system should be serviced.
MANIFEST – GRS2 software mismatch, communication halted.	The #2 AHRS has incorrect software installed. The system should be serviced.

GMU 44 MESSAGE ADVISORIES

Message	Comments
HDG FAULT – AHRS1 magnetometer fault has occurred.	A fault has occurred in the #1 GMU 44. Heading is flagged as invalid. The AHRS uses GPS for backup mode operation. The system should be serviced.
HDG FAULT – AHRS2 magnetometer fault has occurred.	A fault has occurred in the #2 GMU 44. Heading is flagged as invalid. The AHRS uses GPS for backup mode operation. The system should be serviced.
MANIFEST – GMU1 software mismatch, communication halted.	The GMU 44 has incorrect software installed. The system should be serviced.
MANIFEST – GMU2 software mismatch, communication halted.	

GDL 69A MESSAGE ADVISORIES

Message	Comments
GDL69 CONFIG – GDL 69 config error. Config service req'd.	GDL 69 configuration settings do not match those of backup configuration memory. The system should be serviced.
GDL69 FAIL – GDL 69 has failed.	A failure has been detected in the GDL 69. The receiver is unavailable. The system should be serviced
MANIFEST – GDL software mismatch, communication halted.	The GDL 69 has incorrect software installed. The system should be serviced.

GWX 68 ALERT MESSAGES

Message	Comments
GWX CONFIG – GWX config error. Config service req'd.	GWX 68 configuration settings do not match those of the GDU configuration. The system should be serviced.
GWX FAIL – GWX is inoperative.	The GDU is not recieving status packet from the GWX 68 or the GWX 68 is reporting a fault. The GWX 68 radar system should be serviced.
GWX SERVICE – GWX needs service. Return unit for repair.	A failure has been detected in the GWX 68. The GWX 68 may still be usable.
MANIFEST – GWX software mismatch, communication halted.	The GWX 68 has incorrect software installed. The system should be serviced.
WX ALERT – Possible severe weather ahead.	Possible severe weather detected within +/- 10 degrees of the aircraft heading at a range of 80 to 320 nm.

GDC 74B MESSAGE ADVISORIES

Message	Comments
ADC1 ALT EC – ADC1 altitude error correction is unavailable.	GDC1 or GDC2 is reporting that the altitude error correction is unavailable.
ADC2 ALT EC – ADC2 altitude error correction is unavailable.	
ADC1 AS EC – ADC1 airspeed error correction is unavailable.	GDC1 or GDC2 is reporting that the airspeed error correction is unavailable.
ADC2 AS EC – ADC2 airspeed error correction is unavailable.	
ADC1 Service – ADC1 needs service. Return unit for repair	A failure has been detected in the GDC1 or GDC2. The system should be serviced.
ADC2 Service – ADC2 needs service. Return unit for repair	
MANIFEST – GDC1 software mismatch, communication halted.	The GDC 74B has incorrect software installed. The system should be serviced.
MANIFEST – GDC2 software mismatch, communication halted.	
MANIFEST – ADC1 software mismatch, communication halted.	The GDC1 and/or GDC2 self-test has detected a problem in the unit. The system should be serviced.
MANIFEST – ADC2 software mismatch, communication halted.	

GCU 475 MESSAGE ADVISORIES

Message	Comments
GCU CNFG – GCU Config error. Config service req'd.	GCU 475 configuration settings do not match those of backup configuration memory. The G1000 system should be serviced.
GCU FAIL – GCU is inoperative.	A failure has been detected in the GCU 475. The GCU 475 is unavailable.
MANIFEST – GCU software mismatch, communication halted.	The GCU 475 has incorrect software installed. The G1000 system should be serviced.
GCU KEYSTK – GCU [key name] Key is stuck.	A key is stuck on the GCU 475 bezel. Attempt to free the stuck key by pressing it several times. The G1000 system should be serviced if the problem persists.

GMC 710 MESSAGE ADVISORIES

Message	Comments
GMC CONFIG – GMC Config error. Config service req'd.	Error in the configuration of the GMC 710.
GMC FAIL – GMC is inoperative.	A failure has been detected in the GMC 710. The GMC 710 is unavailable.
MANIFEST – GMC software mismatch. Communication halted.	The GMC 710 has incorrect software installed. The system should be serviced.
GMC KEYSTK – GMC [key name] Key is stuck.	A key is stuck on the GMC 710 bezel. Attempt to free the stuck key by pressing it several times. The system should be serviced if the problem persists.

MISCELLANEOUS MESSAGE ADVISORIES

Message	Comments
FPL WPT LOCK – Flight plan waypoint is locked.	Upon power-up, the system detects that a stored flight plan waypoint is locked. This occurs when an aviation database update eliminates an obsolete waypoint. The flight plan cannot find the specified waypoint and flags this message. This can also occur with user waypoints in a flight plan that is deleted. Remove the waypoint from the flight plan if it no longer exists in any database, Or update the waypoint name/identifier to reflect the new information.
FPL WPT MOVE – Flight plan waypoint moved.	The system has detected that a waypoint coordinate has changed due to a new aviation database update. Verify that stored flight plans contain correct waypoint locations.
FPL TRUNC – Flight plan has been truncated.	This occurs when a newly installed navigation database eliminates an obsolete approach or arrival used by a stored flight plan. The obsolete procedure is removed from the flight plan. Update flight plan with current arrival or approach.
TIMER EXPIRD – Timer has expired.	The system notifies the pilot that the timer has expired.
DB CHANGE – Database changed. Verify user modified procedures.	This occurs when a stored flight plan contains procedures that have been manually edited. This alert is issued only after an aviation database update. Verify that the user-modified procedures in stored flight plans are correct and up to date.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

Message	Comments
DB CHANGE – Database changed. Verify stored airways.	This occurs when a stored flight plan contains an airway that is no longer consistent with the aviation database. This alert is issued only after an aviation database update. Verify use of airways in stored flight plans and reload airways as needed.
LOCKED FPL – Cannot navigate locked flight plan.	This occurs when the pilot attempts to activate a stored flight plan that contains locked waypoint. Remove locked waypoint from flight plan. Update flight plan with current waypoint.
WPT ARRIVAL – Arriving at waypoint -[xxxx]	Arriving at waypoint [xxxx], where [xxxx] is the waypoint name.
STEEP TURN – Steep turn ahead.	A steep turn is 15 seconds ahead. Prepare to turn.
INSIDE ARSPC – Inside airspace.	The aircraft is inside the airspace.
ARSPC AHEAD – Airspace ahead less than 10 minutes.	Special use airspace is ahead of aircraft. The aircraft will penetrate the airspace within 10 minutes.
ARSPC NEAR – Airspace near and ahead.	Special use airspace is near and ahead of the aircraft position.
ARSPC NEAR – Airspace near – less than 2 nm.	Special use airspace is within 2 nm of the aircraft position.
APR INACTV – Approach is not active.	The system notifies the pilot that the loaded approach is not active. Activate approach when required.
SLCT FREQ – Select appropriate frequency for approach.	The system notifies the pilot to load the approach frequency for the appropriate NAV receiver. Select the correct frequency for the approach.
SLCT NAV – Select NAV on CDI for approach.	The system notifies the pilot to set the CDI to the correct NAV receiver. Set the CDI to the correct NAV receiver.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

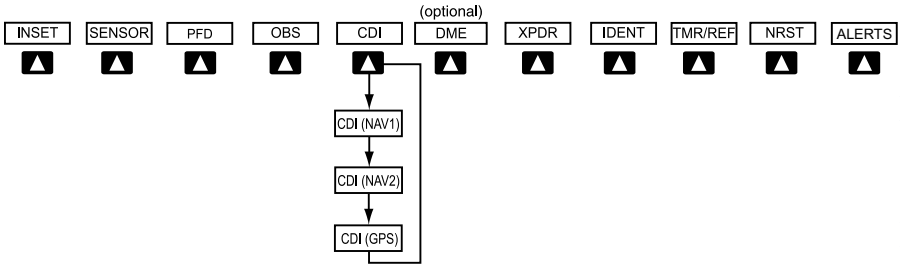
Message	Comments
PTK FAIL – Parallel track unavailable: bad geometry.	Bad parallel track geometry.
PTK FAIL – Parallel track unavailable: invalid leg type.	Invalid leg type for parallel offset.
PTK FAIL – Parallel track unavailable: past IAF.	IAF waypoint for parallel offset has been passed.
UNABLE V WPT – Can't reach current vertical waypoint.	The current vertical waypoint can not be reached within the maximum flight path angle and vertical speed constraints. The system automatically transitions to the next vertical waypoint.
VNV – Unavailable. Unsupported leg type in flight plan.	The lateral flight plan contains a procedure turn, vector, or other unsupported leg type prior to the active vertical waypoint. This prevents vertical guidance to the active vertical waypoint.
VNV – Unavailable. Excessive track angle error.	The current track angle error exceeds the limit, causing the vertical deviation to go invalid.
VNV – Unavailable. Excessive crosstrack error.	The current crosstrack exceeds the limit, causing vertical deviation to go invalid.
VNV – Unavailable. Parallel course selected.	A parallel course has been selected, causing the vertical deviation to go invalid.
NO WGS84 WPT – Non WGS 84 waypoint for navigation -[xxxx]	The position of the selected waypoint [xxxx] is not calculated based on the WGS84 map reference datum and may be positioned in error as displayed. Do not use GPS to navigate to the selected non-WGS84 waypoint.
TRAFFIC FAIL – Traffic device has failed.	The system is no longer receiving data from the traffic system. The traffic device should be serviced.
STRMSCP FAIL – Stormscope has failed.	Stormscope has failed. The system should be serviced.

MISCELLANEOUS MESSAGE ADVISORIES (CONT.)

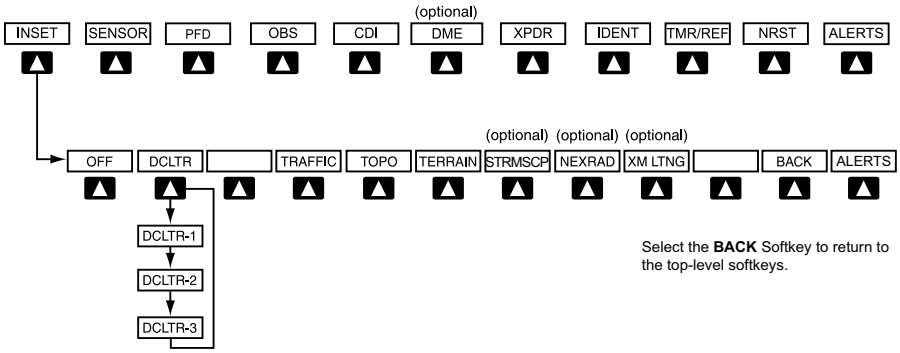
Message	Comments
FAILED PATH – A data path has failed.	A data path connected to the GDU or the GIA 63/W has failed.
MAG VAR WARN – Large magnetic variance. Verify all course angles.	The GDU's internal model cannot determine the exact magnetic variance for geographic locations near the magnetic poles. Displayed magnetic course angles may differ from the actual magnetic heading by more than 2°.
SVS – SVS DISABLED: Out of available terrain region.	Synthetic Vision is disabled because the aircraft is not within the boundaries of the installed terrain database.
SVS – SVS DISABLED: Terrain DB resolution too low.	Synthetic Vision is disabled because a terrain database of sufficient resolution (9 arc-second or better) is not currently installed.
SCHEDULER [#] – <message>.	Message criteria entered by the user.
CHECK CRS – Database course for LOC1 / [LOC ID] is [CRS]°.	Selected course for LOC1 differs from published localizer course by more than 10 degrees.
CHECK CRS – Database course for LOC2 / [LOC ID] is [CRS]°.	Selected course for LOC2 differs from published localizer course by more than 10 degrees.
[PFD1, PFD2, or MFD1] CARD 1 REM – Card 1 was removed. Reinsert card.	The SD card was removed from the top card slot of the specified PFD or MFD. The SD card needs to be reinserted.
[PFD1, PFD2, or MFD1] CARD 2 REM – Card 2 was removed. Reinsert card.	The SD card was removed from the bottom card slot of the specified PFD or MFD. The SD card needs to be reinserted.
[PFD1, PFD2, or MFD1] CARD 1 ERR – Card 1 is invalid.	The SD card in the top card slot of the specified PFD or MFD contains invalid data.
[PFD1, PFD2, or MFD1] CARD 2 ERR – Card 2 is invalid.	The SD card in the bottom card slot of the specified PFD or MFD contains invalid data.

APPENDIX

PFD SOFTKEY MAP

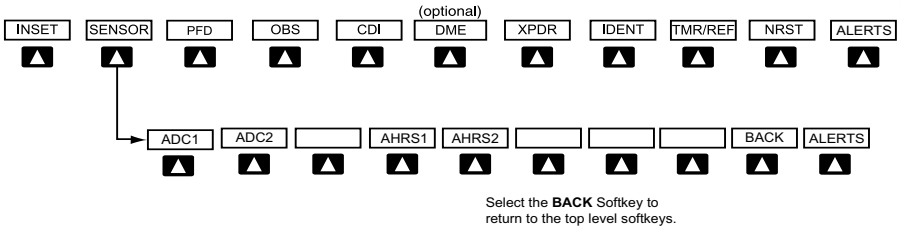


Top Level PFD Softkeys



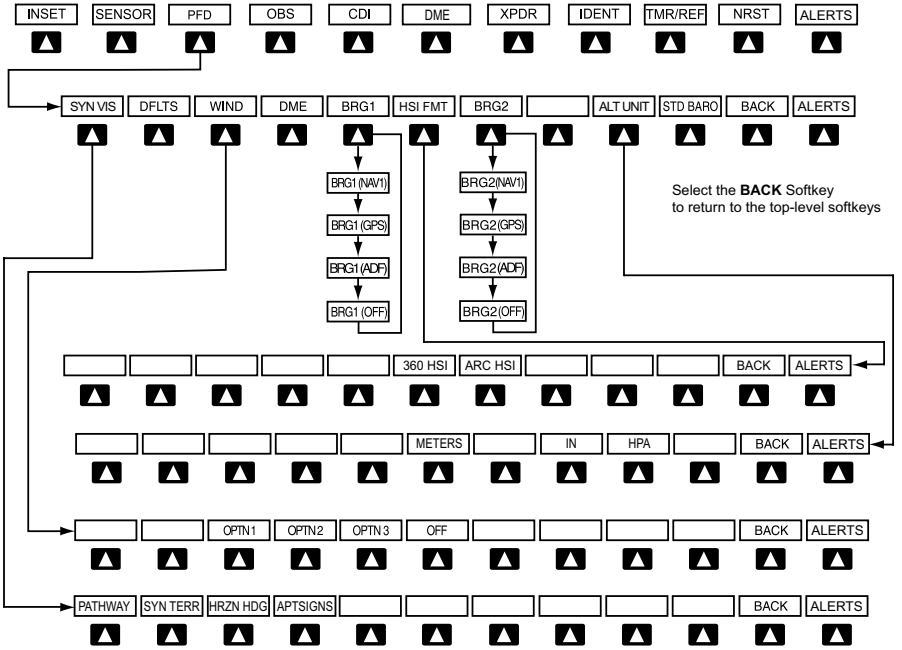
Inset Map Softkeys

Level 1	Level 2	Description
INSET		Displays Inset Map in PFD lower left corner
	OFF	Removes Inset Map
	DCLTR (3)	Selects desired amount of map detail; cycles through declutter levels: DCLTR (No Declutter): All map features visible DCLTR-1: Declutters land data DCLTR-2: Declutters land and SUA data DCLTR-3: Removes everything except the active flight plan
	WX LGND	Displays icon and age on the Inset Map for the selected weather products (optional)
	TRAFFIC (2)	Displays traffic information on Inset Map: TRAFFIC: No Traffic displayed on inset map TRFC-1: Traffic displayed on inset map TRFC-2: Traffic Only display shown
	TOPO	Displays topographical data (e.g., coastlines, terrain, rivers, lakes) and elevation scale on Inset Map
	TERRAIN	Displays terrain information on Inset Map
	STRMSCP	Press to display the Stormscope lightning data on the Inset Map (within a 200 nm radius of the aircraft)
	NEXRAD	Displays NEXRAD weather and coverage information on Inset Map (optional feature)
	XM LTNG	Displays XM lightning information on Inset Map (optional feature)
	METAR	Displays METAR flags on airport symbols shown on the Inset Map (optional)



Sensor Softkeys

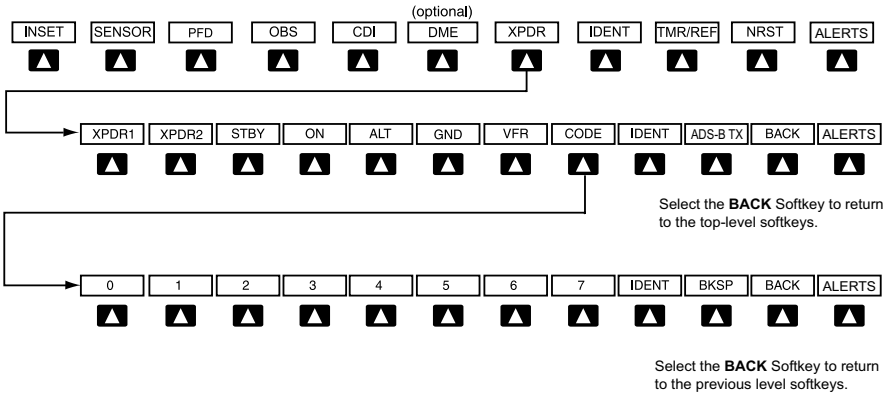
Level 1	Level 2	Description
SENSOR		Displays softkeys for selecting the #1 and #2 AHRS and Air Data Computers
	ADC1	Selects the #1 Air Data Computer
	ADC2	Selects the #2 Air Data Computer
	AHRS1	Selects the #1 AHRS
	AHRS2	Selects the #2 AHRS



PFD Configuration Softkeys

Level 1	Level 2	Level 3	Description
PFD			Displays second-level softkeys for additional PFD configurations
	SYN VIS		Displays the softkeys for enabling or disabling Synthetic Vision features
		PATHWAY	Displays rectangular boxes representing the horizontal and vertical flight path of the active flight plan
		SYN TERR	Enables synthetic terrain depiction
		HRZN HDG	Displays compass heading along the Zero-Pitch line
		APTSIGNS	Displays position markers for airports within approximately 15 nm of the current aircraft position. Airport identifiers are displayed when the airport is within approximately 9 nm.

Level 1	Level 2	Level 3	Description
	DFLTS		Resets PFD to default settings, including changing units to standard
	WIND		Displays softkeys to select wind data parameters
		OPTN 1	Direction arrow and numeric speed
		OPTN 2	Direction arrow with numeric direction and magnitude
		OPTN 3	Headwind/tailwind and crosswind arrows with numeric speed components
		OFF	Information not displayed
	DME		Displays the DME Information Window
	BRG1		Cycles the Bearing 1 Information Window through NAV1 or GPS/waypoint identifier and GPS-derived distance information, and ADF/frequency.
	HSI FRMT		Displays the HSI formatting softkeys
		360 HSI	Displays the HSI in a 360 degree format
		ARC HSI	Displays the HSI in an arc format
	BRG2		Cycles the Bearing 2 Information Window through NAV2 or GPS/waypoint identifier and GPS-derived distance information, and ADF/frequency.
	ALT UNIT		Displays softkeys for setting the altimeter and BARO settings to metric units
		METERS	When enabled, displays altimeter in meters
		IN	Press to display the BARO setting as inches of mercury
		HPA	Press to display the BARO setting as hectopacals
	STD BARO		Sets barometric pressure to 29.92 in Hg (1013 hPa)

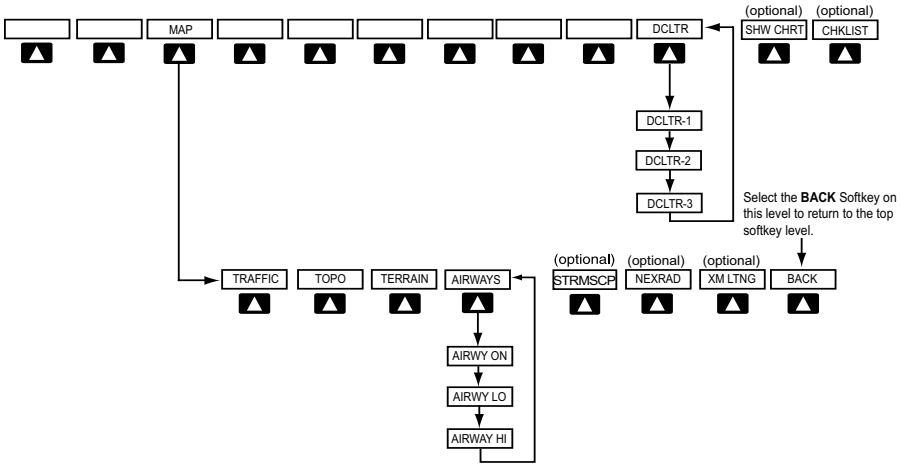


Transponder Softkeys

Level 1	Level 2	Level 3	Description
XPDR			Displays transponder mode selection softkeys
	XPDR1		Selects the #1 transponder as active
	XPDR2		Selects the #2 transponder as active
	STBY		Selects Standby Mode (transponder does not reply to any interrogations)
	ON		Selects Mode A (transponder replies to interrogations)
	ALT		Selects Mode C – Altitude Reporting Mode (transponder replies to identification and altitude interrogations)
	GND		Manually selects Ground Mode, the transponder does not allow Mode A and Mode C replies, but it does permit acquisition squitter and replies to discretely addressed Mode S interrogations.
	VFR		Automatically enters the VFR code (1200 in the U.S.A. only)
	CODE		Displays transponder code selection softkeys 0-7
		0 — 7	Use numbers to enter code
		BKSP	Removes numbers entered, one at a time

Level 1	Level 2	Level 3	Description
	IDENT		Activates the Special Position Identification (SPI) pulse for 18 seconds, identifying the transponder return on the ATC screen
	ADS-B TX		Activates/deactivates transmission of the aircraft's three-dimensional position and aircraft heading for reception by ADS-B systems.
TMR/REF			Displays Timer/References Window
NRST			Displays Nearest Airports Window
ALERT			Displays Alerts Window

MFD SOFTKEY MAP



MFD Softkeys

Level 1	Level 2	Description
MAP		Enables second-level Navigation Map softkeys
	TRAFFIC	Displays traffic information on Navigation Map
	TOPO	Displays topographical data (e.g., coastlines, terrain, rivers, lakes) and elevation scale on Navigation Map
	TERRAIN	Displays terrain information on Navigation Map
	AIRWAYS	Displays airways on the map; cycles through the following: AIRWAYS: No airways are displayed AIRWY ON: All airways are displayed AIRWY LO: Only low altitude airways are displayed AIRWY HI: Only high altitude airways are displayed
	STRMSCP	Displays Stormscope weather and coverage information on Navigation Map (optional feature)
	NEXRAD	Displays NEXRAD weather and coverage information on Navigation Map (optional feature)
	XM LTNG	Displays XM lightning information on Navigation Map (optional feature)
	METAR	Displays METAR flags on airport symbols shown on the Navigation Map (optional)
	LEGEND	Displays the legend for the selected weather products. Available only when NEXRAD, XM LTNG, and/or METAR softkeys are selected.
	BACK	Returns to top-level softkeys
DCLTR (3)		Selects desired amount of map detail; cycles through declutter levels: DCLTR (No Declutter): All map features visible DCLTR-1: Declutters land data DCLTR-2: Declutters land and SUA data DCLTR-3: Removes everything except the active flight plan
SHW CHRT		When available, displays optional airport and terminal procedure charts
CHKLIST		When available, displays optional checklists

LOADING UPDATED DATABASES

CAUTION: *Never disconnect power to the system when loading a database. Power interruption during the database loading process could result in maintenance being required to reboot the system.*

NOTE: *When loading database updates, the 'DB Mismatch' message will be displayed until database synchronization is complete, followed by turning system power off, then on. Synchronization can be monitored on the AUX-SYSTEM STATUS Page.*

In some cases it may be necessary to obtain an unlock code from Garmin in order to make the database product functional. It may also be necessary to have the system configured by a Garmin authorized service facility in order to use some database features.

If an error occurs during synchronization, an error message will be displayed, followed by the affected display in the Sync Status section of the Database Window. If synchronization completes on one display, but an error occurs on another, the error message will be displayed with the affected displays listed after it. When an error message is displayed, the problem must be corrected before synchronization can be completed. A power cycle is required to restart synchronization when 'Card Full' or 'Err' is shown.

Error Message	Description
Canceled	Database synchronization has been canceled by removing the bottom SD card in display being updated
Card Full	SD card does not contain sufficient memory
Err	Displayed for all other errors that may cause the synchronization process to be halted
Timeout	System timed-out prior to the database transfer completing

Loading Garmin Database Updates

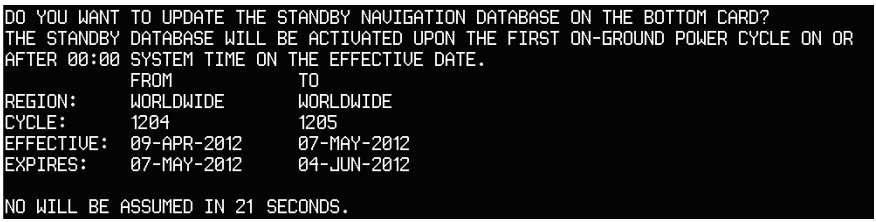
1) With system power OFF, remove the MFD database card from the bottom card slot of the MFD.
2) Update the Garmin databases on the MFD card.
3) Insert the MFD database card into the bottom card slot of the MFD.
4) Apply power to the system, check that the databases are initialized and displayed on the power-up screen. When updating the terrain and FliteCharts databases, a 'Verifying' message may be seen. If this message is present, wait for the system to finish loading before proceeding to step 5.
5) Acknowledge the Power-up Page agreement by pressing the **ENT** Key or the right most softkey.
6) Turn the large **FMS** Knob to select the AUX Page group on the MFD.
7) Turn the small **FMS** Knob to select the System Status Page.
8) Monitor the Sync Status in the Database Window. Wait for all databases to complete synching, indicated by 'Complete' being displayed.
9) Remove and reapply power to the system.
10) Turn the large **FMS** Knob to select the AUX Page group on the MFD.
11) Turn the small **FMS** Knob to select the System Status Page.
12) Press the Display Database Selection Softkey to show database information for each display (**MFD1 DB**, **PFD1 DB, PFD2 DB**). Verify the correct database cycle information is shown for each database for each display.

Loading the Active Navigation Database

NOTE: *Loading the Navigation database as the active database prior to its effective date will result in the expiration date on the power-up screen and the effective date on the AUX-System Status Page being displayed in yellow.*

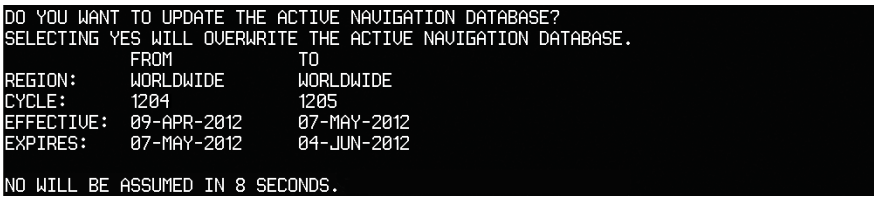
NOTE: *After the navigation database is loaded or copied, the top SD card may be removed.*

1) With the system OFF, insert the SD card containing the new navigation database version into the top card slot of the display (PFD1, PFD2 or MFD) to be updated (label of SD card facing left).
2) Turn the system ON. A prompt is displayed in the upper left corner of the display:


DO YOU WANT TO UPDATE THE STANDBY NAVIGATION DATABASE ON THE BOTTOM CARD?
THE STANDBY DATABASE WILL BE ACTIVATED UPON THE FIRST ON-GROUND POWER CYCLE ON OR
AFTER 00:00 SYSTEM TIME ON THE EFFECTIVE DATE.
FROM TO
REGION: WORLDWIDE WORLDWIDE
CYCLE: 1204 1205
EFFECTIVE: 09-APR-2012 07-MAY-2012
EXPIRES: 07-MAY-2012 04-JUN-2012
NO WILL BE ASSUMED IN 21 SECONDS.

3) Press the **NO** Softkey to proceed to loading the active database.

4) A prompt similar to the following is displayed. Press the **YES** Softkey to update the active navigation database.


DO YOU WANT TO UPDATE THE ACTIVE NAVIGATION DATABASE?
SELECTING YES WILL OVERWRITE THE ACTIVE NAVIGATION DATABASE.
FROM TO
REGION: WORLDWIDE WORLDWIDE
CYCLE: 1204 1205
EFFECTIVE: 09-APR-2012 07-MAY-2012
EXPIRES: 07-MAY-2012 04-JUN-2012
NO WILL BE ASSUMED IN 8 SECONDS.

5) After the update completes, the display starts in normal mode.

6) Turn the system OFF and remove the SD card from the top card slot.

7) Repeat steps 1 through 6 for the other displays (PFD1, PFD2 or MFD).

8) Apply power to the system and press the **ENT** Key to acknowledge the startup screen.

9) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

10) Turn the small **FMS** Knob to select the System Status Page.

11) Press the Display Database Selection Softkey to show active navigation database information for each display (**MFD1 DB**, **PFD1 DB, PFD2 DB**). Verify the correct active navigation database cycle information is shown for each display.

Loading the Standby Navigation Database

NOTE: *After the navigation database is loaded or copied, the top SD card may be removed.*

1) With the system OFF, insert the SD card containing the new navigation database version into the top card slot of the MFD.

2) Verify that an SD card is inserted in the bottom slot of each PFD and the MFD.

3) Turn the system ON. A prompt is displayed.

```
DO YOU WANT TO UPDATE THE STANDBY NAVIGATION DATABASE ON THE BOTTOM CARD?
THE STANDBY DATABASE WILL BE ACTIVATED UPON THE FIRST ON-GROUND POWER CYCLE ON OR
AFTER 00:00 SYSTEM TIME ON THE EFFECTIVE DATE.
            FROM            TO
REGION:     WORLDWIDE       WORLDWIDE
CYCLE:      1204            1205
EFFECTIVE:  09-APR-2012     07-MAY-2012
EXPIRES:    07-MAY-2012     04-JUN-2012

NO WILL BE ASSUMED IN 21 SECONDS.
```

4) Press the **YES** Softkey. The navigation database is copied to the SD card in the bottom card slot of the MFD.

5) After the navigation database files are copied to the bottom SD card, press any key to continue, as instructed.

7) Again, press any key to continue as instructed on the display.

8) Press the **NO** Softkey. The display now starts in normal mode. Since the database effective date is not yet valid, it should not be loaded as the active database. The display now starts in normal mode. Do not remove power while the display is starting.

9) Press the **ENT** Key to acknowledge the startup screen.

10) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

11) Turn the small **FMS** Knob to select the System Status Page.

12) The new database is copied to the SD card in the bottom card slot of each PFD. Progress can be monitored in the SYNC STATUS field. When copying is finished, 'Complete' is displayed.

13) Turn system power OFF.

14) Remove the SD card from the top card slot of the MFD.

15) Turn system power ON.

16) Press the **ENT** Key to acknowledge the startup screen.

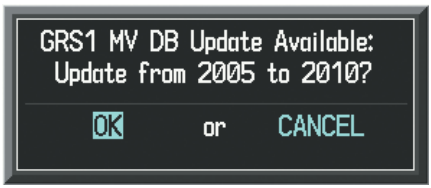
17) Turn the large **FMS** Knob to select the AUX Page group on the MFD.

18) Turn the small **FMS** Knob to select the System Status Page.

19) Press the Display Database Selection Softkey to show standby navigation database information for each display (**MFD1 DB**, **PFD1 DB, PFD2 DB**). Verify the correct standby navigation database cycle information is shown for each display.

Magnetic Field Variation Database Update

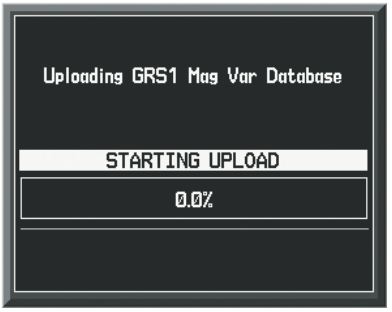
At startup, the system compares this version of the MV DB with that presently being used by each AHRS (GRS1 and GRS2). If the system determines the MV DB needs to be updated, a prompt is displayed on the Navigation Map Page, as shown in the following figure. Note, in the following example, GRS1 is the first AHRS to indicate an update is available. In actuality, this is dependent on which AHRS is the first to report status to the system. GRS2 may be displayed before GRS1. The order is not important, only that both AHRS be updated.



GRS1 Magnetic Field Variation Database Update Prompt

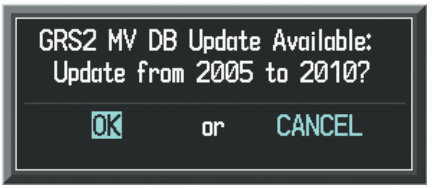
Loading the magnetic field variation database update:

1) With 'OK' highlighted, as shown in the previous figure, press the **ENT** Key on the MFD. A progress monitor is displayed as shown in the following figure.



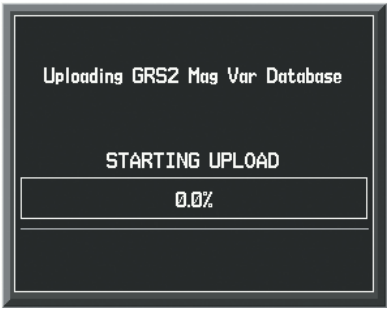
Uploading Database to GRS1

2) When the upload is complete, the prompt for the next GRS upload is displayed, as seen in the following figure.



GRS2 Magnetic Field Variation Database Update Prompt

3) With 'OK' highlighted, press the **ENT** Key on the MFD. A progress monitor is displayed as shown in the following figure. When the upload is complete, the system is ready for use.



Uploading Database to GRS2

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Blank Page

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